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MARCH, 1970 MAGAZINE FIFTY CENTS

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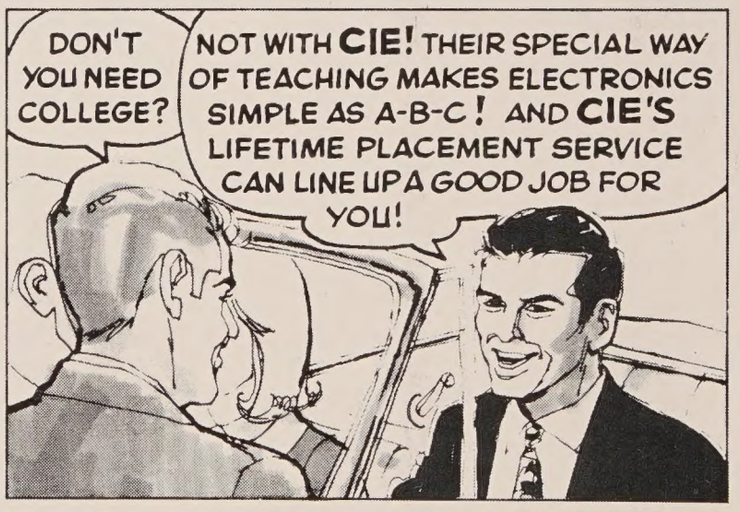
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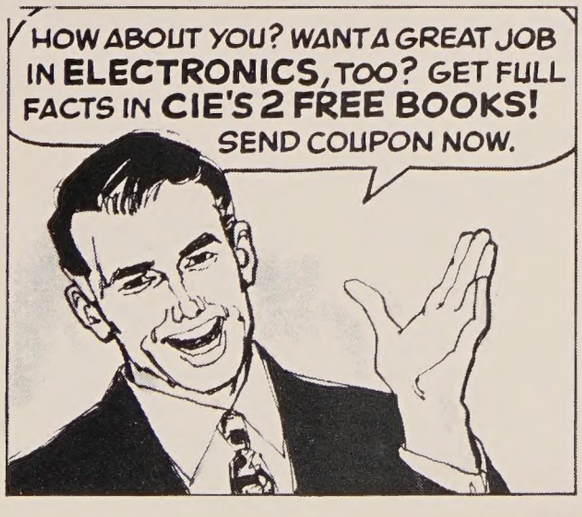

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 86, No. 5 MARCH, 1970 50 CENTS

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The most dramatic unit of a freight train, aside from the locomotive, is the caboose, a "home away from home" of the trainmen. Staff photographer Joseph Mannix made this shot last July of a skipper keeping a sharp eye on his consist leaving Windsor, Nova Scotia, over CP-controlled Dominion Atlantic rails.

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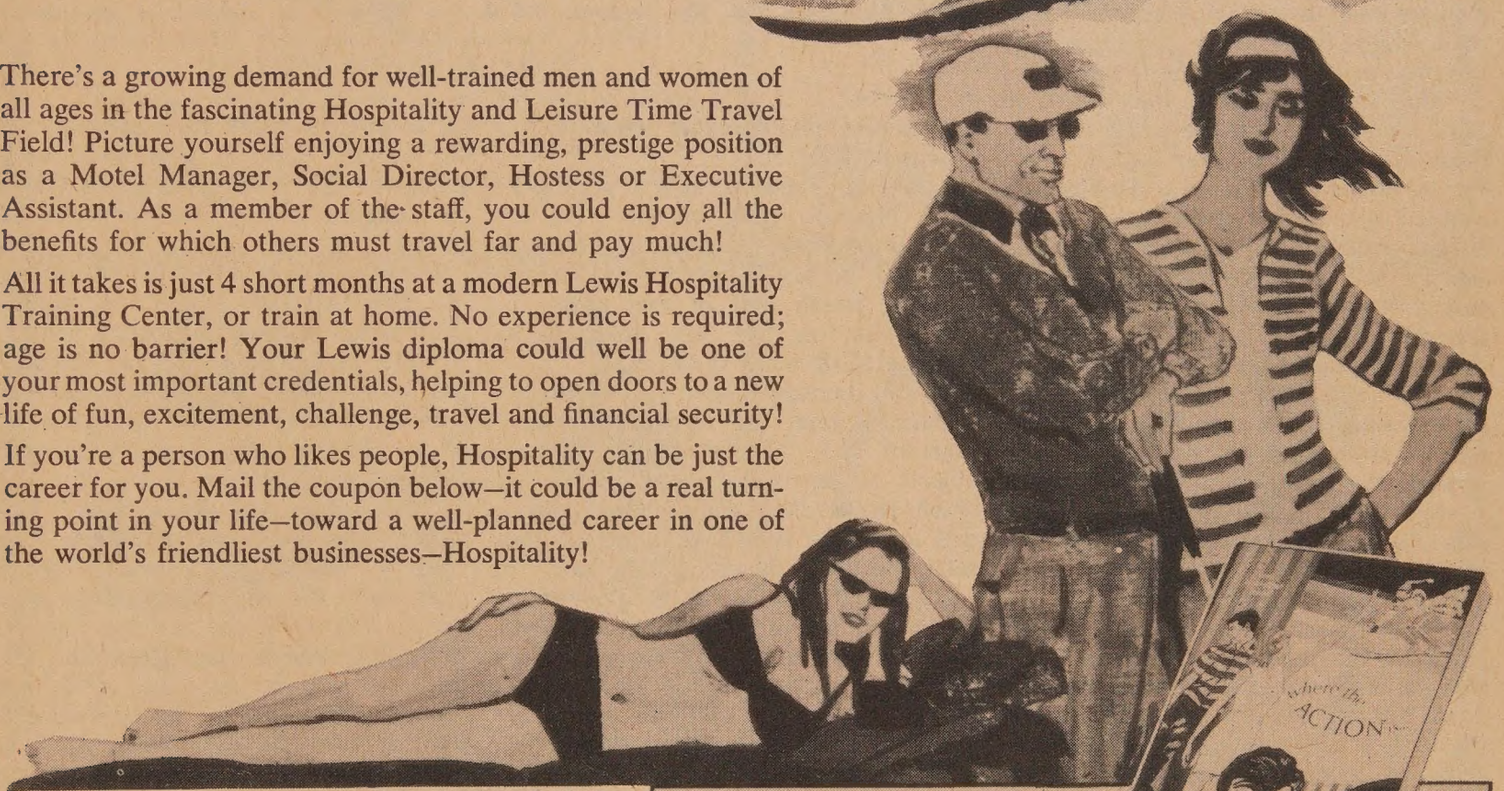

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THE MAIL CAR

where editors and readers meet

ALTHOUGH Michael A. Eagleson no longer works in our office, he is as extra-curricular member of our staff. Besides his regular department, *In Search of Steam,* and a feature on the *Flying Scotsman,* Mike made our current cover photo. It shows Alan Pegler with the bagpiper on his American tour, Bob Crabb, ex-Scots Guard piper-major, and "Miss Flying Scotsman," Miss Cathy Leigh, at Anniston, Ala., on November second. ●

Ex-Canadian Pacific 4-6-2, No. 1246, starts out from Steamtown Junction on Green Mountain RR. She replaces 2-8-0, No. 15, now on display at Steamtown.
Brian R. Woodcock, 220 Cambridge Road, Clifton Heights, Pa. 19108

EVEN if we hadn't known before, we know it now. No editor can possibly please all of his readers. Our January issue drew a lot of controversial mail. Many, many letters. They are still pouring in. We quote from a few.

"The leading item in the January *Mail Car* must take the prize as the most inane editorial ever issued from the typewriter of Freeman Hubbard," writes Roger Arcara of the Bronx, N.Y. "That paragraph about the Queen of Spain's lack of diplomatic legs may be a cute story, but how does it enhance interest in railroads? What does it prove to the railfan who buys the magazine for railroad information? There seems to be some compulsion to justify the inclusion of prominent displays of female anatomy on *Railroad Magazine* covers. January even shows the girl's legs sharply but with the locomotive out of focus."

Regarding our January cover, we asked editorially, "Wonder what Mike Eagleson was thinking of when he took that picture?" Jim Crimmins of Exeter, N.H., retorts: "He may have been thinking of how *not* to stand on a railroad track, or it may have been a study in symmetry, or possibly how the upper limbs of a female age faster and more than the lower limbs. How many subscriptions have been cancelled to date because of that cover?"

Only one, Jim, that we know of. A critic living in a Maine village tore off the cover, pen-printed some indecent remarks on it, and mailed it back to us. He told us to stop sending him the magazine, adding that whatever money was due him should be put toward a fund for giving Mike Eagleson psychiatric treatment.

Leonard W. Rice of Washington, D.C., states: "A little feminine interest will never hurt the railroad industry, even if it does bother a few Puritanical fans. So keep putting pretty girls on the cover."

"Don't like girl pictures," says teenage railfan photographer Howard V. Pincus of Rye, N.Y.

David K. Johnson, also a photographer, Nashua, N.H., writes: "As an admirer of both feminine beauty and the iron horse, I have a hard time deciding which part of that cover to concentrate on. My only objection is that the 6218 is out of focus."

"Your January cover is beautiful!" enthuses James A. Curley of Point Pleasant, N.J., "To be able to get two objects of beauty into one picture is sheer genius. Any red-blooded railfan will agree. So let's have more of the same, but keep the girl off the rail."

Says P. J. Templeton of Rochester, N.Y.: 'My salute to the *Railroad* staff on a truly great January cover! In my opinion, it shows the best of two different worlds— a lovely pair of female legs and an operating steam engine!"

"While your controversial cover has great esthetic value." comments Louis F. High, 150 Williams St., Bel Air, Md. 2104, "it could show why fantrip committee men get gray hair. A slip of one of those spiked heels between the rails on which they are standing could theoretically break an ankle."

"Mike's January cover looks good to me," says Col. James G. Bogle (USA ret.), 1749 Dyson Dr., N.E., Atlanta, Ga. 30307. "A real nice photo." (Jim Bogle has sent us a magnificent color-shot of the steam rendezvous at Anniston, Ala., last November, which we will use on a near-future cover. It is the kind of photograph that we think many readers will want to frame.)

Robert Vibbert, Jr., of Toms River, N.J., criticizes something else in our January issue: "That story title on page 57 is vulgar. I work for a railroad, was in military service, and have heard plenty of that kind of talk. It's OK to be authentic in r t but not to be immoral." ●

LEW PARDEE, president of the National Railway Historical Society, Empire Blvd., suite 312-14, Philadelphia, Pa. 19107, is well acquainted with W. Graham Claytor, Jr., president of the Southern Ry. and last month's *Interesting Railfan.*

"The longer you know him," Lew writes, "the more you find there is to know. President Claytor's wife, Frances, once told me that when they were dating they took the last run on the West End line of the Roanoke, Va., trolley system on July 12, 1948, and the farewell trip on the South Roanoke-Raleigh line 19 days later. I have ridden with Frances on both steam and diesel locomotives and she is unusually well adjusted to railroad life.

"Graham is an heroic figure. One of the most interesting stories is about his part in rescuing survivors of the *U.S.S. Indianapolis* which was sunk by enemy subs at the end of World War II.

"Graham was commanding the *U.S.S. Cecil Doyle*, a destroyer escort, patrolling north of Babelthaup, one of the Pailau Islands. Many Japanese were still in the Islands and the *Doyle* was assigned to keep an eye on them. When Graham heard of the survivors being located in the water, although he did not know they were from the *Indianapolis,* he ordered full speed in the direction of the disaster. While he assumed that orders would be forthcoming, he decided not to wait. It was

(*Continued on page* 10)

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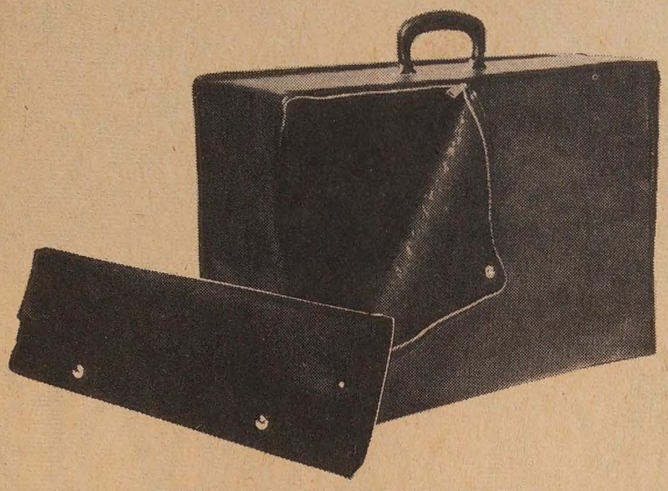

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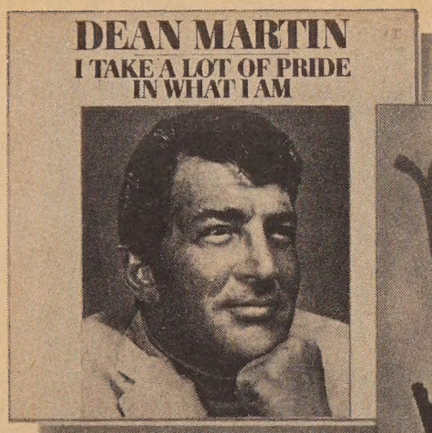

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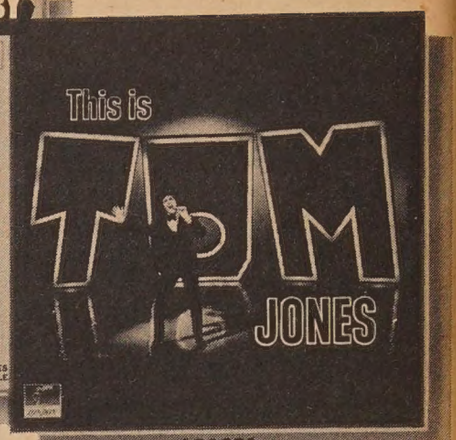

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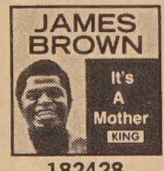

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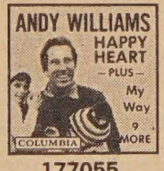

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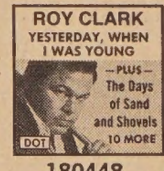

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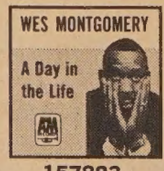

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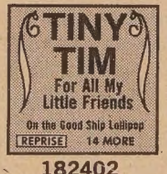

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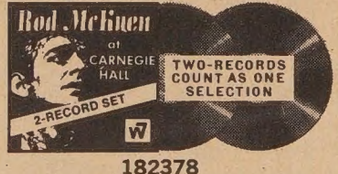

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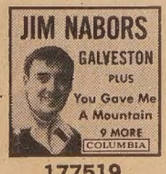

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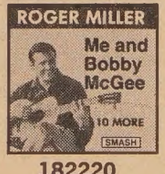

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an hour and a half before such orders were received. How many lives were saved by that early start is hard to tell, but the *Doyle* was the first vessel to arrive on the scene.

"As Graham approached the disaster area he worried about the remaining strength of men who had been in the water for a long time. About 60 miles away, and despite the danger to his own ship, he ordered two searchlights turned on—the forward light straight ahead to look for men in the water and the other light up toward the sky as a beacon that help was on its way. Men in the water saw his lights long before his ship got there; it gave them hope when their strength was gone." ●

BERT PENNYPACKER's great article, "Scooping Water on the Fly" (Nov. '69), didn't mention the Pennsy track pans west of Lancaster, reports William M. Moediner, now president of Strasburg Rail Road, America's oldest shortline, 1835 Pioneer Rd., Lancaster, Pa. 17602. Last month we published Bill's photo of scooping water from one such pan.

"Back in my Pullman conductor days," he recalls, "while running on Pennsy train No. 45, the Philadelphia-Pittsburgh section of the *Metropolitan*, the K-4s tender scoop snagged a station crossing walk plank west of Gallitzin. The plank jammed in the scoop of course, and something had to give. Fortunately, the train speed and the weight of the loaded tender broke the plank in two. The end broken off sailed around and tore away the triple valve. The *Metropolitan* made an emergency stop. It was a lucky incident. Had that chunk of wood not knocked off the triple valve, the portion left in the scoop would have fouled the rail at the next switch and probably ditched the train all over the landscape." ●

OLDTIMERS. John Boose, Sr., a retired Texas & Pacific section boss, now living in Fort Worth, Texas, claims he is nearly 110 years old. He told newsmen he was born on Christmas Day, 1859, in Oklahoma. He lives wth a son, but he emphasized: "I do my own cookin' and take care of myself."

Photo of an old Norfolk Southern caboose 313 in Bill Knapke's book, *The Railroad Caboose*—a crummy whose stove burned wood—evoked memories for Lawson Evans, 22 Montgomery Ave., Shippensburg, Pa. 17257. "I worked on that caboose during World War II," he writes, "on the Viriginia Beach Divison before they got several all-steel ones for mainline service. She was used on manifest freight between South Norfolk and Washington." ●

MIKE EAGLESON'S article, "Those Erie Berkshires" (Dec. '68) drew these comments from Charles D. Spangler, 8754 Larimore Ave., Omaha, Neb. 68184:

"Mr. Eagleson states: 'With the arrival of the final batch of 2-8-4's, the Erie owned 105 of the type, more of this superior wheel arrangement than any other road.'" My question is, was he qualifying this statement with the mention of the year 1929?

"If he intended this, then his statement is probably true. However, while most railfans may have heard of the Nickel Plate's 700-779, many overlook the addition of 32 more Alco-built Berkshires 6401-6432, later renumbered 801-832. These engines came with the lease of the W&LE. In some respects they were superior to the NKP Berkshires. They were originally equipped with Boxpok drivers and roller bearings on all axles. Almost all other specs were nearly identical to the original NKP engines. The W&LE Berkshires were class S-4 on the Nickel Plate.

"The total of 112 Berkshires exceeds by 7 the number owned by the Erie. (700-714 Alco S, 715-739 Lima S-1, 740-769 S2, 770-779 Lima S3, and 801-832 Alco S-4.)

"I had always believed that the Erie owned more Berkshires than any other road, but if the total was 10 as per the article, then this is not so. If the lease of the W&LE is considered the determining factor, the equipment trusts of most roads would make ownership debatable."

Mike replies: "The Erie had the most Berkshires (105). Mr. Spangler is counting the 80 original Nickel Plate Berkshires *plus* the 32 which later came when the NKP leased the Wheeling & Lake Erie. These 32 W&LE Berkshires were built for and lettered W&LE. Only after leasing did they say NKP on the tender. They were a different design of engine from the 80 *true* NKP engines because they were really W&LE power. I insist Erie had the most 2-8-4's and they all looked alike—classes S-1, 2, 3, and 4." ●

NEWS ITEMS. No matter who is responsible in a train-automobile collision, juries usually award damages to the motorist. A Mobile, Ala., court recently awarded $1 million to the father of an infant who was badly injured in such a crash with the L&N's *Hummingbird*, in which a baby-sister was killed.

(*Continued on page* 13)

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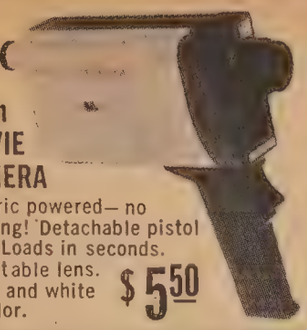

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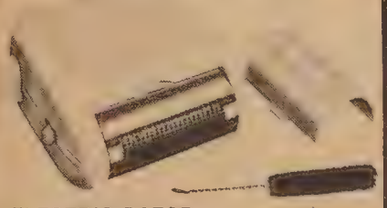

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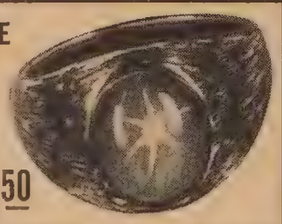

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A burning bunkhouse car on the Frisco set grass fires the other day from Hickory To Ada, Okla., 20 miles. Ada's Fire Department quenched the car blaze and then fought grass fires on down the line. The flames were attributed to sparks from a diesel locomotive!

Operations have started over a nine-mile track built by the Chesapeake & Ohio to serve the new Rowland coal mine, opened by Consolidation Coal Co. near Beckley, W. Va. C&O completed the spur track at a cost of $4,271,000 and built a yard to handle 150 coal cars at the mine site. This mine is expected to produce 1.5 million tons annually. It is unique in that its metallurgical coal will be produced by three methods—contour surface mining, auger mining, and underground mining, depending upon conditions. It has the most modern air and water pollution control devices available.

For several hours, police cruising cars parked on Baltimore & Ohio crossings at Johnstown, Pa., blocked at least five freight trains. Mayor Ken Tompkins had issued the parking order because he said the railroad ignored his requests to tell enginemen not to blow their diesel horns the customary four times as they approached each crossing. Residents object to the noise. Tompkins lifted the blockade only after the B&O agreed to his demand. Those rail lines are the sole source of supply for 2 steel plants.

The Chicago & North Western has made a connection east of St. Charles, Ill., to tracks of the former Chicago Great Western (now CNW). Freight trains for this division are now made up at the Proviso yards and routed through West Chicago, reports M. A. Laverty.

Despite rising costs and prospects of a cooled-down economy, the railroads of American this year will take delivery of 64,600 new freight cars at a cost of $1.1 billion, the American Railway Car Institute estimates. This would be a decline of 400 cars from the 65,000 the ARCI estimated would be delivered last year. Just recently, for example, C&O-B&O ordered 3,000 new freight cars and 75 diesel locos. Penn Central, the nation's largest domestic container and piggyback operator, is increasing its fleet of trailers by 800.

Timken Roller Bearing Co. plans to construct a multimillion-dollar, modern, high-production plant on about 190 acres of land near Gaffney, South Carolina.

Cowboys have lost free transportation while accompanying cattle shipments in a battle with western U.S. railroads. The ICC has so ruled; amending a 1931 order setting maximum rates for livestock transportation. The order had stipulated that the rates included round trip transportaton of a "caretaker or caretakers" for the cattle. The railroads petitioned the ICC to change the rule, contending they didn't have passenger facilities to accommodate the cowboys.

One of the largest personal awards in Ohio history was the recent granting by the jury of a common pleas court of $800,000 to a 44-year-old brakeman, Elias Svetichan, Struthers, Ohio, who lost his left leg above the knee in an industrial accident Feb. 8, 1966. Dedendants were Youngstown Sheet & Tube Co. and the Pittsburgh & Lake Erie Railroad. The jury unanimously cleared Elias of negligence but blamed both defendants.

The missing link isn't missing any more. Penn Central has closed its gap to better service in—and through—the New York metropolitan area with a 3200-foot connection between the former Pennsy and New York Central lines in Jersey City, N.J. ●

HOPPING a freight train that was standing the other day in Kansas City, Mo., to issue a citation to the conductor for blocking traffic at a crossing, patrolman Bill Matthews got an expected free ride. When he didn't find the skipper in the caboose, he went forward and located his man in the locomotive. By that time the train had started to move and it picked up too much speed for him to get off.

Meanwhile, his partner, patrolman Tom Rhodes, radioed police headquarters to report Matthews missing. An hour late, Rhodes contacted headquarters again. "This is Car 104. Finally located my partner, and we're back in service."

Matthews got off the train when it returned to Kansas City, Kan., after switching a string of freight cars over to the Missouri side of the Missouri River. ●

HENRY R. KORMAN writes from Longview, Wash.: "Doesn't it seem strange that one thing the railroads could do to improve their passenger service and, at the same time, cut costs has been utterly neglected?

"Let's pin it down exactly. In Seattle the Great Northern has four trains a day in and out of the King Street Station. The Northern Pacific has three trains in and out of the same. But the Union Pacific maintains a monumental Union Station for just one daily train. Why couldn't the Union Pacific sell its depot and use the King Street Station?

"There is a similar wasteful and inconvenient situation in many other cities in the United States and Canada." ●

OVERSEAS. Two railway unions in Rhodesia, Africa, recently cancelled pay strikes in the face of tough new government regulations that ban all work stoppages and threaten strikers with up to five years imprisonment. The Rhodesia Railways Workers' Union and the Amalgamated Engineering Union called off walkouts they had scheduled after rejecting 8.5 percent pay increases offered by the government.

Anyone want to buy a Pullman car? H. Propp, The White Cottage, D'Oyley St., London SW1, England will sell one for $6,000 f.o.b. Built in 1928, it has carried Royalty, other celebrities, and is still in perfect condition. Weighs 41 tons, is 57 feet long, seats 40, and has its own kitchen.

Railway station scene in Paris, France. The time, 8:50 a.m. The place, track 12 at the Gare du Nord. The set-up: swarms of police alerted by a tip that 150 Vietnamese were coming by train from London to demonstrate in Paris against "American aggression."

Asians marched from the train with red and yellow banners. Police ranks closed. Identity checks and searches began. Then Gallic tensions dissolved into embarrassment. The visitors were Japanese tourists with banners of the Kyoto Architects Association.

British Railways had a 1,706-yard-long tunnel from Leicester to Glenfield; the rail line through it had been abandoned for years, and was sold recently to the city of Leicester for the equivalent of $12. Now the city doesn't know what to do with it. Anyone with ideas should write to the City Council. ●

A CENTURY ago, when Canada and the U.S. were building transcontinental railways, hundreds of rice-eating Chinese were hired as cooks and dish-washers among the thousands of Orientals used as common laborers. One economical Chinese dish was known as *congee*; the Chinese cooks called it *chuk*. When the wagons arrived with food supplies in the course of tie- and rail-laying, the construction workers began to call them *chuk* wagons. And thus originated the terms *chuck wagon*, now common throughout the West, and *chuck steak*. (There is even a restaurant called *The Chuck Wagon* across the street from the Philadelphia printing shop in which all *Railroad Magazine* type is set.) For this info. we thank Walter W. Hubbard, 2701 S.E. 5th Court, Pompano Beach, Fla. 33062. ●

IN SEARCH OF STEAM

with
Mike Eagleson

Louisiana's last operating steamer was fired up for railfans Sept. 28. She was built in 1919; Hartford Lambright of Oakdale, La., now owns her.
Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

NUMBER 8444, just about the last surviving and operative Union Pacific steamer, pulled an excursion Jan. 17th to the National Western Stock Show in Denver, Colo. The Greater Cheyenne (Wyo.) Chamber of Commerce chartered the train. Among those aboard were Governor Hathaway of Wyoming and his family.

U.S. Army steam operation at Fort Eustis, Va., is rapidly declining. Engines 606 and 610, with cracked boilers, are unlikely to be repaired. Two 2-8-0's, Nos. 607 and 612, are serviceable but rarely used. No. 174 (0-4-0T) from St. Elizabeth Hospital, Washington, D.C., arrived at Fort Eustis last June 25th for display, being the last Porter steamer built. We may never again see a triple-header fantrip on the base's circular track, such as those of 1966.

Klamath & Hoppow Valley Steam Railroad in Klamath, Calif., the newest steam operation I've heard about, is currently operating 2-8-2T No. 17, built in 1929 by American Locomotive Co. for Crossett Wester Co., Wauna, Ore., as their No. 11. In 1942 she was sold to Hammond Lumber Co., at Samoa, Calif., and acquired its road No. 17, which she holds today. Stranded in a gap near Big Lagoon in 1945 by a forest fire, she remained there until 1965, when Gus Peterson bought her and moved her to his lumber mill at Klamath for rebuilding and operation.

Later she was joined by 3-truck Heisler No. 10, built in May 1912, for Blue Lay Lumber Co. in Virginia and owned successively by four other lines until she went to California to run on Pickering Lumber tracks at Standard. Several more ownerships finally led her to the Klamath & Hoppow Valley in Oct. '67. Now restored, she is being operated.

A third engine joined the road last fall: No. 11, a true Pacific Coast Shay from the Pickering Lumber Co. This Lima engine was once damaged in an enginehouse fire, but is now being restored for tourist excursions over the new 4-mile steam line. Leslie A. Waid, Yakima, Wash., sent us this good news.

Anyone want to buy a small steam loco? Ken R. Marzick, 3140 25th St., Boulder, Colo. 80302, knows of a 60-cm 0-4-0T Hanomag-built engine for sale. She came from Estes Park Western Town at Rimroack, Colo., had new flues in 1968, and only 2 days of steaming since. Ken himself wants to buy a 3-foot-gage Mexican non-superheated steamer.

Maine Central's last 4-6-2, No. 470, will soon reach her final resting place near the freight station in Waterville, Me. Mayor Donald H. Marden is raising funds for the estimated $10,000 enshrinement. MC employes in the area, wanting to see their old friend properly displayed, donated $557. I am sorry someone couldn't have leased or purchased this last example of a Maine Central passenger engine for excursions. Park engines usually have a shabby and short life-span, particularly in rough New England weather.

Henry Ford Museum in Dearborn, Mich., recently acquired a 96-year-old steam loco to join its Chesapeake & Ohio 2-6-6-6 and others on display. The new addition is an 0-6-4T, a 36-tonner built by Mason Machine Works. The Torch Lake Railroad, owned by C&H mines in the Keweenaw Peninsula of Michigan, once owned her. Later Universal Oil Products bought and donated her to the Museum.

John Thompson of Illinois is quickly becoming one of the country's largest single owners of steam locomotives. So far his stable includes 0-4-2T ex-Coronet Phosphate Co. of Coronet, Fla., now stored by the Chicago stockyards near his farm. Both ex-Coronet Phosphate Co. 2-6-ST and ex-Southern Pacific 4-6-0 No. 319, are stored at the Illinois Central roundhouse in Markham Yards, East Hazel Crest, Ill. Also 4-6-0 No. 507, ex-Louisiana Midland, stored in the Santa Fe coach yards in Chicago, along with 2-6-2 No. 69, ex-Rapides Gravel. An 0-4-0T, ex-Swift & Co. is stored near the Thompson farm, while 2-6-0 No. 18, ex-J. C. Turner Lumber Co., is still in Florida. Finally, two-truck Heisler No. 3, built in 1917 for Craig Mt. Lumber (later going to Elliot Donnelly), is now owned by Mr. Thompson. He bought her from the Black Hills Central in South Dakota for a reported $1. She is now stored in the Santa Fe coach yards in Chicago.

Mr. Thompson is currently trying to make the former SP 4-6-0 operable. Thanks to Thomas A. Schiltgen, 3832 Blackstone Ave., Markham, Ill., 60426 for this news.

A midget 4-4-0, weighing 1,000 pounds, owned by Paul W. Chitwood, 501 William, Hutchinson, Kan., was operated on the grounds of Our Lady of Guadalupe Church in Hutchinson, giving free rides on Dec. 14th, the 52nd birthday of Paul, who owns the engine. The train's 4 cars hold a total of 30 passengers and run on 270 feet of foot-gage track. This track was relaid for the day on the church property.

Pennsy's phoney 7002 (8083) won't go to the Smithsonian Institution as I stated, but to National Museum of Transport, St. Louis. Says John H. White, Jr., chairman of Smithsonian's Dept. of Industries: "We have no space to display or store her. Besides, it is unlikely I would accept such a hybrid for the collection."

The Smithsonian didn't buy a Norfolk & Western switcher model. It was a gift from N&W, thanks largely to Robert Claytor, Senior Vice President of that railroad system.

PHOTOGRAPHS OF THE MONTH

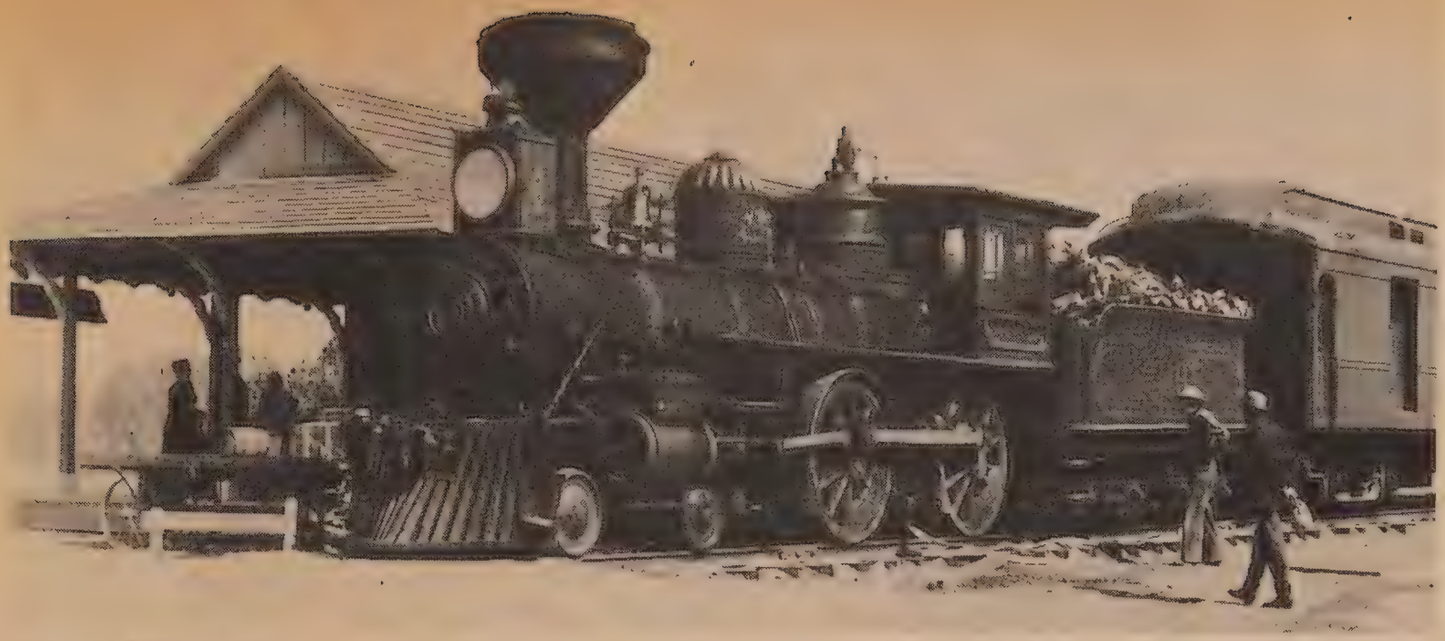
Spewing smoke and cinders, Canadian National No. 6167 leans into a curve north of Washago. (Below) Engineer places flag on loco before leaving the Mimico, Toronto, yards to pick up his train at the Toronto Union Station.
Photographs by Allen A. Jorgensen

Railfanette Ruth Teger smiles from the ladder of an Erie Lackawanna passenger loco, No. 822, class A-1-A, which was waiting at Hoboken, N.J., for repair job. Ruth likes diesels.
Stanley Teger, 7716-21 Ave., Brooklyn, N.Y. 11214

Chicago Transit Authority's completed new aerial structure links up with present "L" line (left background), after curving over the Rock Island tracks.

Don Wood, 3 Ned Dr., Matawan, N.J. 07747

The *Cincinnatian*'s last steam run was made by B&O's P-7 4-6-2 shown bravely leaving Deshlar, Ohio, in the fall of 1956.



Virginia & Truckee *Reno* was used in filming the forthcoming movie "Cheyenne Social Club," with James Stewart, Henry Fonda, and Shirley Jones. The wood on the tender is just for show—oil was used as fuel to provide plenty of black smoke. Jack LaMunyon snapped this photo while working as a movie extra on location near Santa Fe, N.M., last summer.

Jack LaMunyon, 2513 Britt NE, Albuquerue, N.M. 87112

Moving south from Kingsport, Tenn., Clinchfield SD-40 loco No. 3002 heads coal drag over South Holston Bridge.

Harlan K. Lane, Rte. 2, Box 309, Gravely Rd., Kingsport, Tenn. 37660

Summer was never nicer than when you could sit on a river bank and take in an eyeful like this. Trestle and bridge admirers should like this view of Candian Pacific's No. 26 as she steams south over the bridge at Parry Sound, Ont., Canada.

Elmer Treloar, 101 California Ave., Highland Park, Mich. 48203

Mr. Pegler surveys the Alabama crowd.
Photo by Michael A. Eagleson

Interesting Railfans No. 87

ALAN PEGLER

by Freeman Hubbard

REGARDLESS of whatever else he has already done or may do in the future, tall robust Alan Pegler, British millionaire owner of the *Flying Scotsman,* won an enduring place in railroad history last fall by bringing the *Scotsman* to America for a tour.

It was a great event. Those of us who went to Anniston, Alabama, on November second to help the Southern Railway celebrate an anniversary were thrilled by what we saw and heard. We saw coal smoke pouring simultaneously, almost deliriously, from the stacks of three steam passenger trains and heard the magic of their whistles and bells. We caught sight of Pegler himself in a driver's uniform in the *Scotsman*'s cab, as happy as a kid ending a school term. We listened to a stirring speech by the Southern's president, W. Graham Claytor, Jr.—No. 86 in our *Interesting Railfans* series—and we watched a gay troupe of British lassies in mini-kilts dance an authentic Highland Fling to the skirl of bagpipes.

"This scene," Pegler exulted, "exceeds my wildest dreams. It's a wonderful feeling to be here with an enormous number of people."

Never again, we suspect, will the United States see another such roundup—an ensemble of three live coal-burners and their trains within the finder range of a single camera! What a field day photographers had, our own Mike Eagleson among hundreds of others.

Medals for railfans should have been struck with the words "I Was There," like those Napoleon gave to each of his soldiers who had fought in the Battle of Austerlitz in 1805. But the Southern, on orders from President Claytor, did the next best thing by installing outside their piggyback terminal in Anniston a bronze plaque which Claytor and Pegler jointly unveiled.

"It was here," the plaque reads, "on November 2, 1969, the year of the 75th anniversary, that Southern Railway sponsored a great gathering of Steam . . . Operating under their own power, three steam trains met here and revived for a brief moment the emotions and memories of the most romantic era of American Railroading, the Age of Steam . . ."

Mike and I first met Alan Pegler last summer in a Park Avenue office in New York near our *Railroad Magazine* dugout. We found him to be a handsome and congenial six-footer, solidly built, partly bald, with keen blue eyes and a mustache. Also present at the time were Pegler's right-hand man and a secretary, a svelte young blonde. We five sat around a long table discussing publicity for the *Flying Scotsman's* pending trip to America. I will always remember that session as a prelude to the tour itself.

Born April 16th, 1920, in London, England, our subject is the son of a British industrialist—in fact, the only son of an only son of an only son. This is quite a novelty. (I myself am the second son of a second son.) Aside from Alan, there are no railroaders in the Pegler family tree.

Alan Pegler and a *Flying Scotsman* hostess look out at New Rochelle, N.Y., Oct. 14th from the train touring America.
Photo by Michael A. Eagleson

He grew up in the semi-peaceful era between two world wars and amid the fascinating sights, sounds and smells of steam operation. Like the tram and the tented circus, steam was then in its golden afternoon. The math teacher at the first school Alan attended helped to arouse his interest in steam railroading. As a boy, Alan had the usual clockwork toy train.

"At age ten," he recalls, "I got myself a railwayman's uniform and began spending all my holidays at the local station. I worked there when I could, though not on the staff, chatting with one particular signalman, and soon learned how to operate a signal box, meanwhile avidly reading railway magazines. At eighteen I started taking engine-cab rides and have kept it up ever since."

Even before he could drive a car, Alan obtained a pilot's civil flying license. His first paid job was as acting naval airman in the Royal Fleet Air Arm. Later he became the chairman

No. 4472 is the only steam locomotive permitted to run on Britiish Rail mainlines. Photo shows her in action in England.

and managing director of his family's Northern Rubber Co. Ltd. in England and then a member of the British Transport Commission, with a social status not unlike that of the Forsytes in John Galsworthys' best-known novel.

Pegler is chariman of the Festiniog Railway, in North Wales, one of the world's most ancient narrow-gauge lines. As such he was awarded a certificate of merit for conspicuous service to tourism in Wales. He is also a director of the Dart Valley Light Railway and is president of the Gainsborough Model Railway Society.

Alan is "fully occupied" with organizing the running of his engine, No. 4472, named the *Flying Scotsman.* As long ago as 1966 he began looking seriously into the idea of taking the engine and train to the United States on a visit. This investigation included meetings with the Interstate Commerce Commission, the Bureau of Railroad Safety, the Federal Railroad Administration, the Railway Transport Commission, the Canadian Transport Commission, the Penn Central, the Illinois Central, the Missouri Pacific, the Southern, and the Canadian National. The project involved many other meetings, too, including the one with Mike Eagleson and myself.

You might think that all these details involving the 4472 make Alan's life very complicated, but he tells me: "The biggest mistake I ever made was not buying more than one mainline steam locomotive when I could."

Among his lesser interests are travel generally, public speaking, and consistent support of the World Wild Life Fund. Like myself, he has no four-legged pets but likes all kinds of animals, preferring dogs to cats. Alan keeps healthy by leisurely eating habits and by physical activity. He'd rather walk than drive a car a short distance and he really enjoys the muscular effort of shoveling coal into a locomotive firebox. Our hero is health-conscious. He gets a physical checkup once a year and never smokes cigarettes but occasionally a cigar.

His aversions include inconsiderate motorists and intolerance, impatience, and rudeness in general, and especially the wanton destruction of wildlife. His time is so taken up otherwise that he seldom watches TV.

Among the railroadiana in his collection are the British Railways' original number plate, 60103, off the smokebox door of the *Flyng Scotsman* before she was renumbered 4472 and before he bought her; also the shed plate and a presentation fireman's shovel, many photographs of the *Scotsman* and of the Festiniog Railway, the Festiniog's No. 1 free pass, and an American locomotive bell and whistle given to him by Mr. Claytor expressly for the *Scotsman's* American tour.

Further sidelights on his career come from Brian J. Hastings of Scunthorpe in Lincolnshire, England, who first became acquainted with him in 1950 when Alan Pegler was helping to arrange a railway exhibit at Retford to commemorate the opening of the East Coast mainline 100 years earlier.

"In 1951," Brian writes, "Alan organized the *Centenarian Express* over the same route and in 1953 he obtained

the restoration of two museum-piece locos from the York Railway Museum for use on a similar special, the *Plant Centarian*.

"The main London-Edinburgh track for which the *Flying Scotsman* was designed passed within a few miles of the Pegler family house in Nottinghamshire. Young Alan liked nothing better than to cycle or walk to the nearby tiny wayside station and level crossing of Barnby Moor and Sutton, which to the train passenger is only a vague blur as his fast express roars northward 142 miles out of London.

"At an early age the lad became familiar with the various named express trains and their engines. Few trains actually stopped at the little station. Alan often assisted the station man (*porter*, in British parlance) with various duties such as trundling the old-fashioned heavy milk churns of those days. His love of the *Flying Scotsman* was nurtured by his being taken in 1924 to the Wembley Exhibition, where the loco was then displayed.

"Throughout his boyhood at boarding school and college his enthusiasm for railways in general and the *Scotsman* in particular never waned. In 1928 he was thrilled when the engine made the first non-stop run over the 393 miles linking the capitals of England and Scotland, for which run she had a corridor tender to permit the change of crews at a halfway point, and in 1934 when she achieved the first authenticated speed of 100 miles per hour on British rails."

As railway steam power drew near an end in Britain, Brian Hastings tells me, hundreds of good mainline steam engines were doomed. By 1962 the writing was on the wall for No. 4472. Alan stepped in with a bid to buy her. Months of negotiation ensued. At length on January 14th, 1963, the great *Flying Scotsman* loco made her last run in British Rail service and passed safely into private ownership.

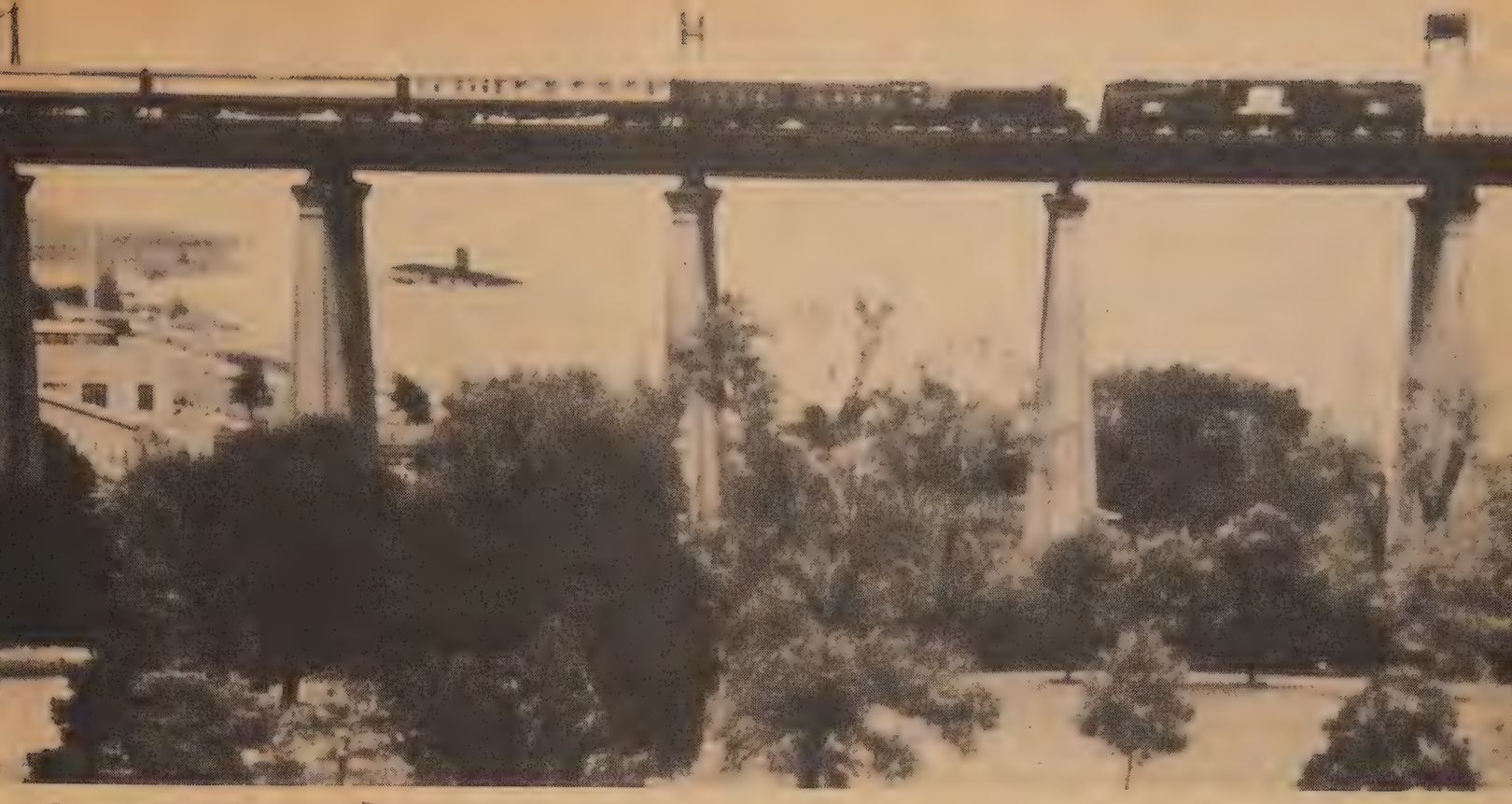
After buying the 4472, Alan had her overhauled and restored to something like her original condition at the Doncaster works, where she had been built with pride 40 years before. British Rail agreed to keep her in Doncaster for a nominal rental. Since then, she has pulled countless railfan specials. An enterprising seaside resort even hired her for publicity purposes and she has been associated with various money-raising events for charity.

As the old engine's preservation career progressed, Alan gradually relinquished many of the duties and responsibilities in his family's rubber business so as to devote even more time to his beloved 4472. He has been much in demand on radio and TV, has appeared in several films dealing with the engine, and he gives the commentary on a fine long-playing record account of her non-stop run from London to Edinburgh on the 40th anniversary of the original achievement.

There are many preserved steam locos in Britain today, but the 4472 is the only one of them permitted to run on British mainlines! Alan shows much ingenuity in meeting difficulties that arise in connection with owning the *Flying Scotsman*. For example, the

Hull (England) Daily Mail

Pegler poses in front of his famous engine on occasion of 21st anniversary of Hull Miniature Ry. Society.



Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460

Enroute to Penn Station in New York City, the *Flying Scotsman* approaches the arch of the Hell Gate Bridge, on Oct. 14th. She is being pulled by a Penn Central GG-1 electric which provides the required cab signals for her.

decline of steam on BR, as in North America, led to the disappearance of coaling and watering facilities for steam locos. Alan fitted a second tender to his engine to carry an extra 6,000 gallons of water and thus extend the engine's working range without refill to about 200 miles. Then in 1968, when BR discontinued the use of steam power altogether, he bought a road water tanker which can supply 4,000 gallons to the 4472 at a given rendezvous. Likewise, he acquired a road coal truck which can service the famous locomotive with nine tons of black diamonds whenever desired.

Because of these resources, Alan satisfied the British Rail Board of his ability to maintain and service his loco efficiently on any run she makes. So he was allowed to renew his contract for operating her over British rails until the end of December, 1971. And after that deadline? Well, the irrepressible Alan Pegler is hoping for a further extension of time, and he is likely to get it.

Assisted by a willing band of diehard enthusiasts who make up the Flying Scotsman Enterprises of Great Britain, the gallant loco has been operated successfully for more than a year as the sole steamer on the electrified and dieselized national system. This is a real distinction. It has given joy and satisfaction to countless thousands of people in the British Isles who are proud of the *Scotsman*'s record and indebted to Alan's initiative and his love of steam.

Whenever the 4472 makes a trip, her route is lined by well-wishers eagerly clicking still and movie cameras and recording the glory of her sound effects for themselves and future generations. Special tours for her are being arranged for well into the future. Buying a mainline engine, restoring her, and maintaining her in working preservation is, of course, an expensive hobby, but it has given and still gives Alan Pegler boundless pleasure and a feeling of having done something worthwhile.

In answer to my question, "For what would you like most to be remembered?" he said quickly, "As the fellow who saved the *Flying Scotsman*."

A hand-written letter came to me the other day from the daughter of one of the world's truly great locomotive designers, the late Sir Nigel Gresley. I refer to Mrs. Vi Godfrey of Fyfield, Essex, England. This lady has known Alan Pegler since April, 1967. At that time the two of them were riding a train powered by an engine which her father had designed and which bore his distinguished name.

"Like myself," she wrote, "Mr. Pegler was an invited guest on that train. A mutual friend who had known the owner of the *Flying Scotsman* when he was in the rubber industry introduced us."

Incidentally, the 4472 is one of the long line of successful iron horses that Mrs. Godfrey's father designed.

"The following May, at Mr. Pegler's invitation," the letter continues, "I rode to Norwich on a train pulled by his engine. There we attended a cinema which showed a film, organized by Mr. Pegler, on the *Scotsman*'s history. Just before the showing he made a speech in which, to my surprise and embarrassment, he introduced me to the audience; and while the film was being flashed on the screen he explained it.

"One day Mr. Pegler visited my home for lunch and showed much interest in my large collection of photographs of my father and the beloved engines he designed. Afterward, Mr. Pegler invited me and my family to travel on the repetition of that historic non-stop run from London to Edinburgh and back 40 years before. The latter, I believe, was the world's first really long-distance non-stop run.

"For us and all other passengers for-

tunate enough to be aboard the train that day in 1968 it was a memorable occasion. The splendid old engine, freshly repainted, steamed proudly into Edinburgh station to be greeted by the Lord Provost, bagpipers, and a tremendous crowd. That night Mr. Pegler gave a dinner to over 100 guests, including, of course, the train and engine crews. It was a momentous occasion, and he made quite a speech.

"To me he seems like a big happy boy playing with trains, although there must be much responsibility and many difficulties for a steam man to face in these days of diesels and electrics. I wish he had known my father. They would have had much in common."

I also consulted George A. Harland, chief loco inspector for the Eastern Region of British Rail, and he said: "Pegler is a perfect English gentleman, a charming man with the ability to put at ease everyone he meets."

Having talked face to face with Railfan No. 87, I can vouch for his charisma. Not for one second did he seem to me like a man who had come from a foreign country.

The BR official goes on: "Pegler's autograph is more in demand here in Britain than that of the highest-paid movie star. I have seen him toil hard on a locomotive tender, cracking and pulling down coal for the fireman to shovel into the firebox on a long grueling run, and that same night make a delightful after-dinner speech. When he travels on the footplate he never interferes with the crew, even when he sees that their work isn't going quite right; he lets the inspector deal with the problem."

Mrs. Godfrey wrote me that our subject "never seems happier than when he is clad in an old, shabby, and patched blue boiler suit, with a filthy rag in hands that are grubby from being on a footplate, and with a driver's cap on his head."

"One evening at Norwich," the chief inspector recalls, "Pegler looked so dirty that a lady receptionist in a certain hotel there informed him curtly that she had no knowledge of any gas leak at the hotel, and would he kindly leave. Then she learned whom she was speaking to. She became most apologetic, but said she had thought that he and I were two gas men just out of a hole in the road."

This incident amused our hero. Those who know him well vouch for the fact that Alan Pegler has a genial sense of humor and is easy to get along with. I would like to know him much better.

"What do you usually do when things gang up on you," I asked him, "and the whole world seems to be out of sorts?"

Alan Pegler, who is unmarried, gave me a knowing smile. "At such times," he replied, "I find that the best thing to do is take a beautiful girl out to dinner."

THE FLYING SCOTSMAN VISITS AMERICA

by Michael A. Eagleson

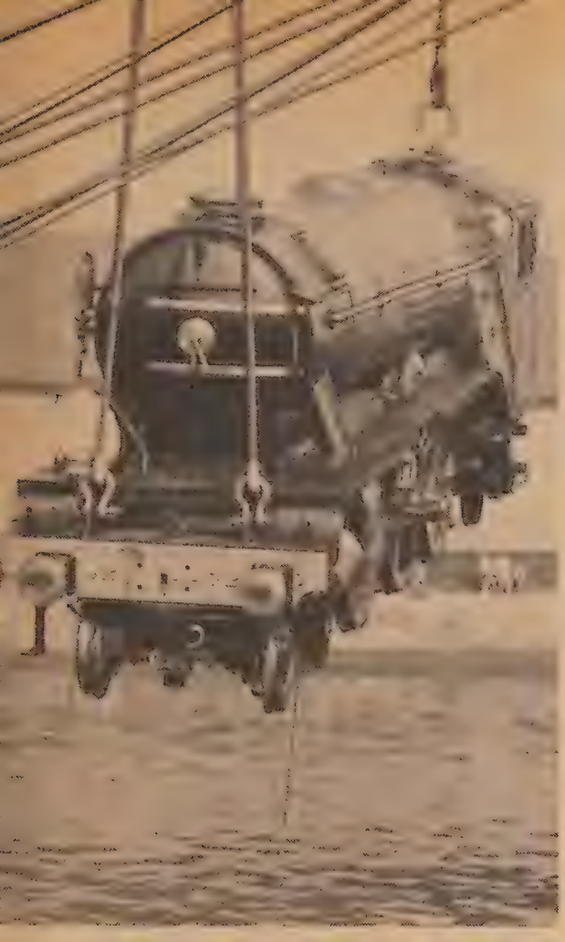
OCTOBER 14th was a typically rainy English morning when I arrived at the Hartford, Conn. station of Penn Central to view the departure for New York City of the almost legendary engine *Flying Scotsman,* No. 4472. She was not the first British steamer I had inspected, but a three-week search for steam in England and Scotland in 1966 had failed to turn up this ex-London & Norh Eastern 4-6-2. I was getting a second chance to add the 4472 in my British Railways file of negatives and prints, thanks to the organization known as Flying Scotsman Ltd.—and without my having to make another transatlantic crossing.

The 80-inch-drivered A-3 made an historic 2,200 mile trip last fall from Boston, Mass., to Houston, Texas, over the tracks of the Penn Central, Southern, Illinois Central, Texas & Pacific, and Missouri Pacific. That 39-day tour stopped at a score of major (and some minor) American cities, attracting thousands of railfans and other curious spectators. Promotion was displayed in department stores at the cities where stops were made, and *Flying Scotsman* souvenirs were sold by pretty British girls in Scotch plaid mini-skirts, lassies who spoke with a delightful British accent. Outside the stores and railroad stations, two red British doubledecker buses roamed the streets, peddled more train items, and lured local residents to the train.

The nine-car train itself was a rolling exhibition of British goods, designed to drum up some British-American trade ties. It featured displays by major manufacturers, aimed at the future and their progress while reflecting their glamorous past.

Michael A. Eagleson, Edgemere Ave., Mt. Arlington, N.J. 07856

After the meet at Anniston, the *Flying Scotsman* and No. 4501, the ex-Southern 2-8-2, headed west to Birmingham. Here, Pegler's 4472 passes a Southern freight train and gets a friendly wave from a trainman on the platform of his birdcage.



(Left) ***Flying Scotsman*** **was loaded aboard Cunard liner** ***Saxonia*** **at Liverpool. (Right) Unloading at Boston Naval Yard.**
John Grogan, 17 Felspar Road, Southdene, Kirkby, Liverpool, England — Massachussetts Port Authority photo

Flying Scotsman **broods at night in Birmingham, far from her home. The depot at right has since been demolished.**

On the Penn Central tracks at New Rochelle, the *Scotsman* dropped her fire under the engine. Here, firemen put out the little blaze which ensued, and the *Scotsman* headed south to greet waiting fans at New York's Penn Station.
Photograph by Michael A. Eagleson

After the successful three-train Alliston meet, ex-Southern Mikado No. 4501 passes a lake en route to Birmingham. Paul Merrimen owns the train shown here.

"It was here . . . the year of the 75th anniversary, that Southern Railway sponsored a great gathering of Steam . . . Three steam trains met here and revived for a brief moment the emotions and memories of the most romantic era of American Railroading, the Age of Steam."

Alan Pegler, a British industrialist and millionaire, who owns the engine but not the train, is this month's *Interesting Railfan.* He has been a railway enthusiast since he was old enough to operate a turnstile for a station platform ticket. (In England and in some other countries, you can buy a cheap ticket to watch trains or to escort incoming or outgoing passengers.) Pegler saved the *Flying Scotsman* from the torch in 1963, at a time when British Railways had about 5,000 steamers still in regular service.

Careful to include a clause in his ownership title, he now has the only British steam loco available for fantrips on the nation's dieselized or electrified mainlines. All other privately-owned steamers are confined to lowly, leased, branch lines. Fine racetracks for the many 100-mph thoroughbreds are those weed-infested streaks of rust!

It cost the equivalent of about a half-million dollars to bring the engine, two tenders, and nine cars across the briny. Prior to being loaded aboard the Cunard liner *Saxonia,* the 4472 was completely shopped at Hunslet Locomotive Works in 1968, with time for only one shakedown excursion in England.

Before being shipped to America, the *Flying Scotsman* was temporarily equipped with a new American-type steam chime whistle and a large swinging bell—gifts from our own Southern Railway's president, W. Graham Clayton, Jr. These accessories were required by the Interstate Commerce Commission in order for the loco to operate on American tracks. Also required were a MCB coupler and an electric headlight. The headlight, however, was removed for the portion of the trip over the purist-minded Southern.

A pair of traditional white flags and a home-made pilot were the only other departures from what was a completely authentic operating British steam locomotive. Nevertheless, all these items,

W. Graham Claytor, Jr., President of Southern, donated headlight, whistle, and bell to Pegler for the *Scotsman*. ICC rules require their use.
Photograph by Michael A. Eagleson

Fans at Glenolden, Pa. show appreciation as *Flying Scotsman* goes by.
From Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19108

More than 3,000 people turned out for the great Alliston meet. Engines from left to right: *Flying Scotsman*; ex-Savannah & Atlanta 4-6-2, No. 750; ex-Southern 2-8-2, No. 4501
Photo by Michael A. Eagleson

plus the very proper buffers mounted on the pilot beam, somehow suggested to the internationally conscious steam admirer that he was in South Africa. Seven coats of apple-green paint were hand-rubbed onto the newly cut boiler jacket of No. 4472, with the traditional decorative stripping. The cars were painted in standard British Pullman brown and cream colors, with gold stripes. Old Glory and the Union Jack fluttered in the breeze on the opposing ends of the display cars as a strengthening of international ties and goodwill.

The casual American first confronted with the 4-6-2 is likely to regard her as the largest and most detailed toy model he has ever seen. Craftsmanship and skillful painting give her an unreal quality, totally lacking in our own locomotives, steam or diesel. The *Scotsman* is just too beautiful to be an everyday operating steam engine. Small by North American practice, you still cannot fail to be awed by the presence of a true all-time classic. Her fame is known by even non-railfans, who never heard of a Pennsy K-4s or a New York Central Hudson.

Carrying 6,000 gallons of water and ten tons of bituminous coal, the tender is good for 100 miles with water, and 200 on the coal. Extensive trackpan use in England made any larger water capacity unnecessary, especially at the expense of another revenue car or two. But with the removal of troughs in England and their total absence in the States, Alan Pegler outfitted a 6,000-gallon auxiliary water tender to ride behind his three-cylinder Pacific.

Built for service on the London & North Eastern, with its 392-mile London to Edinburgh non-stop express run, both tenders have the world's only corridor passageway provided by the locomotive's designer, Sir Nigel Gresley. On those runs, the 100-ton, tapered-boiler Pacific would pull twelve cars weighing 600 tons at speeds exceeding 100 mph. In fact, this was the very first locomotive officially clockd at over 100 mph from an accurate dynometer car.

A fresh engineer and firemen could relieve the tired crew in the cab just by walking from their assigned roomette through the two jogging steel passageways into the cab. The first crew would do the reverse into the cozy compartment for a much-deserved rest. This would eliminate stopping and losing precious time.

In New York's Penn Station I had the pleasure of walking through the complete train from the Edwardian-styled observation lounge with its English "pub" atmosphere to the locomotive's cramped yet compact cab. I pointed out to my guide that alongside of us was a special American engine, the GG1 electric No. 4902, still painted blue for the *Centennial Limited* which it pulled last May, and still lettered *American Railroads,* 1869/1969. He informed me in a thick cockney accent that he thought they were about the ugliest engines the Americans have, especially in the newly painted black Penn Central colors. Maybe he is right.

Fumbling my way through both the corridor tenders gave me eerie feelings. It was not too easy. I thought of what it must be like to fight the dark passageway while bouncing along at 100 mph. You had to walk with your hands outstretched and your head bowed to clear the five-foot ceiling of steel. Fortunately, it was freshly painted white and my guide carried a flashlight. Nevertheless, I considered myself lucky to get through both tenders the first time with only once bumping my head, which rang loudly throughout the tender.

Day after day the overseas steam special visited American cities, with much fanfare and wide press coverage. Crowds gathered hours ahead of time just to catch fleeting glances along the tracks of the passing speed king, even though restricted to 60 per. During station engagements, the people tried to spot the celebrities on board. They looked for ex-Scots Guard Piper-Major Bob Crabb and John Spencer Churchill (nephew of the late Sir Winston), and Lord Napier, one of Scotland's distinguished peers, and other notables.

Alan Pegler wisely filled the train with attractive British girls in fetching mini-kilts and tight red sweaters to further dazzle the onlookers. All of the visiting Britons mingled with the crowds, answering their many inquiries about the train, as did Pegler, who as a teenager first stood in the cab of this very locomotive.

Unquestionably the highlight of my

At New Rochelle, N.Y., a Penn Central GG-1, No. 4857, couples up with the *Flying Scotsman* before towing her dead into Penn Station, New York City. (At right) The two engines head out of New Rochelle (Also see photo on page 22-23).

Featured in the steam roundup at Anniston was 4-6-2 No. 750, pulling a special excursion for the Atlanta Chapter of NRHS through the Alabama countryside.
Photograph by Michael A. Eagleson

following the tour of the *Flying Scotsman* was the three-steam-engine meet in Anniston, Ala., on November 2nd. The publicity-minded and steam-conscious Southern Railway had seen in advance an opportunity to create a spectacular steam review, or a "steam-in." Realizing that 1969 was the Southern's 75th anniversary and the 150th anniversary of the founding of Alabama, and aware that the *Scotsman* would spend a few days on their rails, President Claytor knew just what to do. Why not have a steam celebration that no one would forget? And that is exactly what he did.

Using 4-6-2 engine 750 of the Atlanta Chapter of the National Railroad Historical Society to play leapfrog at passing sidings with the *Scotsman* all the way from Atlanta to Anniston put the railfans and spectators in a dither. They didn't know which train to devote their attention to. But this was going to be a meet of three steam engines. Paul Merrimen's ex-Southern 2-8-2 4501 had left Birmingham that same morning with a trainload of rollicking fans eastbound for Anniston.

The *Flying Scotsman* ran that day with the American-type headlight removed and often rolled on the left-hand iron, making it true British operation.

At Anniston that afternoon, beneath the coal smoke of two standard-gage Pacifics and a Mikado (the only place in North American that day where you could see this), Mr. Claytor gave a rousing speech from his observation-business car. Nearby stood the Southern's historical dispay train. Talking to several thousand railfans and just plain people, Claytor evoked cheers by saying that the steam locomotive was here to stay on the Southern but that there was no truth to the rumor that the Southern would discard its diesel-electric fleet and return to steam. We all enjoyed his humor.

During these ceremonies, the three steamers were staggered back and spaced side by side, facing the speaker's observation car. In closing, the engineers were asked to give separate whistle salutes to the thousands who showed up that day as a tribute to steam. The deep-throated steamboat whistle of No. 750 contrasted sharply with the high, single-chambered pitch of the *Flying Scotsman*'s original European whistle, still on her boiler.

The Southern's turbine-powered helicopter hovered overhead with representatives of the press, including myself, photographing the three proud steamers 1,000 feet above the exhuberant crowd.

Following the steam roundup, No. 750 rolled eastward out of town, bound for Atlanta. No. 4501 and the *Flying Scotsman* lingered a while, then finally blew in their flags, too, and headed west, playing leapfrog all the way to Birmingham.

Late that evening, while preparing to do some night photography at the old nearly-razed Birmingham depot, I watched as the Southern shopmen welded the headlight back on the smokebox of No. 4472. While the flashbulbs were exploding white beams of brilliance over her sooty green flanks, I couldn't help but notice how out-of-place this engine looked with an American headlight on, and in a country where every locomotive wore one. For that day at least, thanks to President Claytor, the overseas Pacific ran in the United States as she was intended to run—without a headlight!

As we go to press, Mr. Pegler is making arrangements to continue the *Flying Scotsman's* tour early this year westward to California and up into Canada, but no final details are ready for announcement.

The British engine and train are spendng the winter in the Santa Fe roundhouse at Slaton, Texas, resting up for what we hope will be a busy new season on our continent. ●

Southern men wash the *Scotsman*.

A RAY of hope comes from Secretary of Transportation John A. Volpe. "Some write off long-haul passenger service as dead," he declared. "I don't. I have changed my mind about it within the past year."

He predicted that within five years rail passenger service would be greatly improved and that within a decade trains would operates from coast to coast in 12 hours.

"The Government is now involved in cooperative research on designs of new rail transportation," he told the National Safety Congress in Chicago. And: "This nation cannot accept the luxury of not having railroad transportation. Without it, I don't know what we would do in case of war involving large-scale movements of troops and supplies."

That last sentence gives us a chill. There is sufficient urgency for *peacetime* passenger trains without dragging in the bogie-man of another major war. Even so, it is good to know that Secretary Volpe, who was widely regarded as favoring bigger and better highways at the time of his appointment to the Nixon cabinet, is now convinced of the need for expanded rail passenger service as well.

Anthony Haswell, chairman of the National Association of Railroad Passengers, promptly wrote Mr. Volpe on behalf of NARP, commending him for his "enlightened views."

The Long Island is testing a turbine-electric car to see how its operating costs compare with the costs of electrifying its lightly-traveled non-electric routes.

The car, called the GT-2, would operate on third-rail electricity where available, but could switch to gas turbine power. Such a car would eliminate the present requirement for passengers to switch from electric cars to self-powered trains where electrified track ends.

A recent ad in the *Oregon Journal*, sponsored jointly by the Union Pacific, Great Northern, and Northern Pacific, showed a man leisurely reading a book under the headline "Seattle Is Only a Few Chapters Away." Beneath him were the words: "Want to know how to go between Portland and Seattle and arrive more relaxed than when you started? Simple—ride the train. Relax in arm-chair comfort with your favorite author, enjoy a beverage, or just catch a few extra winks. At only $8.10 per round trip, it makes good sense to ride the train."

Ghost Riders in the Sky!

Since Dec. 7th, Union Pacific trains 17 and 18 have been operating on a faster schedule, which cut westbound running time for train 17 by 5½ hours and the eastbound 18 by two hours, but there are no longer any sleepers on either train. The *Oregon Journal* comments:

"These days when many railroads are killing their passenger trains like a householder drowning kittens, it's a pleasure to see the Union Pacific make a change which actually improves the service of the venerable *Portland Rose*.

"In approving the schedule change, the Idaho Public Utilities Commission said it believes this represents 'a bona fide attempt by the UP to meet the current passenger train dilemma by some other means than by requesting abandonment of service.'"

A Chicago landmark, Grand Central Station, home of the Chesapeake & Ohio and its subsidiary, the Baltimore & Ohio, is being torn down. Since November, the few remaining passenger trains of the two roads have been arriving at and departing from the Chicago & North Western station across the Chicago River, a few blocks north. The Grand Central, at Harrison and Wells streets, served for 79 years.

An amusing cartoon sent in by a reader shows a train announcer calling out: "All aboard for Little Neck, Teaneck, Northport, Crofts Bay and Green Hills—if the train is still running!"

"The death of the *Royal Palm* was attended by about 30 members of the Tennessee Valley Railroad Museum, who rode trains 3 and 6 from Chattanooga to Oakdale, Tenn., and back on its last trip," reports *Smoke & Cinders*, the TVRM monthly publication. "The Southern courteously created a special party-rate fare reduction. It didn't ease our attempt to accept the inevitability of the occasion when we noted how spick-and-span the engines

You'll never see this sight again: No. 1611 wheels eastbound Ann Arbor train 52 at Howell, Mich., on January 31, 1950.
Elmer Treloar, 101 California, Highland Park, Mich.

and cars were and how dapper and courteous the crew. And the tears that streaked our faces as we craned our necks out of the Dutch doors, deafended by the 5-chime airhorn up ahead while we crashed through Dayton at 70 mph, wasn't all due to the wind."

Bob Wayner, who has begun to compile an all-time factual index of both *Railroad Magazine* and *Trains* for eventual book publication, helps to keep us posted on the rail passenger situation. He reports that on the Penn Central the *South Wind* has no through Pullman or coach between Chicago and Louisville, but has unreserved coaches. At Louisville, however, PC has put on reserved coaches and sleepers to Florida. Apparently PC wants to pull off this passenger operation altogether or at least cut the service sharly. Even at the height of the Florida season, the *City of Miami* has been offering only every-other-day service.

Two of the 53 passenger coaches purchased from the Santa Fe by the New Jersey Department of Transportation and renovated for service on the New York & Long Branch, were placed on public display before going into New Jersey service. One was placed at the Matawan, N.J., station and another at the Erie Lackawanna station in Hoboken. These coaches are part of the program of the Department's Commuter Operating Agency to get interim equipment until new cars arrive.

"Forty years ago a penny postcard mailed in the morning would reach a neighboring town on the same rail line that afternoon—the next morning if a train connection were involved," Julian Krawcheck writes in *The Cleveland Press*. "Today, a six-cent stamp will not insure delivery of a letter mailed in Cleveland on Monday to Boston or St. Louis before Wednesday, if then. Bring back railroads!"

Our January issue carried a photo of a once-grand Boston & Maine passenger train. "Except for such rare items now and then, little attention is called to the present service," comments Peter I. Roehm, Syraitsmouth Way, Rockport, Mass. 01966. 'Last fall the B&M, whose passenger trains are operated under an annual subsidy arrangement with the Massachusetts Bay Transportation Authority, began an advertising campaign for those trains by radio and newspapers in its suburban territory.

"Soliciting passenger business is one thing which B&M hadn't engaged in for years. These ads pushed the advantages of commuting by train not only to work but also to see the Bruins or the Celtics (both of whom occupy quarters above the concourse of North Station in what is known as the Boston Garden). They pointed out that tickets may be bought by mail (not a really new idea) and that many Budd cars had been reconditioned with new seat covers, ash trays, and indoor-outdoor carpeting in place of the old linoleum floor covering.

"Prior to the campaign, B&M was carrying only about 12,000 persons on its 240 daily trains; but with the campaign on, the patronage soon rose about 600. While this gain was not sensational, it showed that the railroad was headed in the right direction. Aside from that, week-end ski trains are again running on the B&M, leaving Boston on Friday nights and Saturday mornings for Littleton, N.H., and returning on Sundays."

Southern Pacific's commuter service on the San Francisco Peninsula recently received "rave notices" in three major publications.

Newsweek, with a circulation of about 2.5 million, said: "The daily patrons of SP's 47-mile commuter line between San Francisco and San Jose not only enjoy a spectacular view of San Francisco Bay but an on-time record of 95 percent and an official 'seat for everyone' policy."

Business Week, with about 578,000 readers, reported after interviewing commuters on a number of railroads: 'Riders in . . . San Francisco made strong claims for having the finest service."

Newsday, the nation's largest suburban newspaper, with a daily circulation of 440,000 on Long Island, N.Y., carried a lengthy article on SP service after reporter Dave Behrens had gone west to ride California trains.

"San Francisco's first and only commuter line began service back on Jan. 16, 1864," the paper stated, "and the inaugural was celebrated with a festive champagne party which lasted all the way down the San Francisco Peninsula to San Jose. The bubbly is long gone now, and in 1968 the Southern Pacific's 44 commuter trains lost $1,100,000 in the line of duty. But for the dwindling number of SP commuters, unswayed by the lure of the freeways . . . there is still reason for enthusiasm. They are enjoying a luxury not available to citizens of larger metropolitan areas . . . a comparatively inexpensive ride on clean, comfortable, smooth, reliable trains."

Unfortunately, this flowery praise doesn't apply to SP long-distance runs. As we go to press, the National Association of Railroad Passengers is asking the ICC to require the SP and the Western Pacific to maintain existing service on their transcontinental trains, citing "deliberate" discouragement of patronage by both carriers and large profits from government land grants that have accrued to the SP.

NARP opposes WP's efforts to discontinue its segment of the *California Zephyr*, which is shown here being loaded at Oakland for trip to Chicago eight years ago.
Harre W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602

NARP's appeal is contained in a brief filed in opposition to the WP's petition to discontinue its segment of the *California Zephyr* between Salt Lake City and San Francisco, and SP's bid to reduce operation of its *City of San Francisco* between Ogden and Oakland from daily to tri-weekly service.

Charging that both railroads display "a positive dedication to the destruction of their passenger service," NARP warned the Commission that if the carriers are "rewarded" for their actions by being permitted to abandon the trains, the decision will be interpreted as "a clear call for all other railroads likewise dedicated to the destruction of their passenger services to follow the patterns" set by the SP and WP.

NARP pointed out that in a recent case involving another Western railroad, the Commission cited benefits from Government land grants as one of the reasons for requiring continued operation of a passenger train.

NARP is a non-profit organization with headquarters at 41 Ivy Street, S.E., Washington, D.C. 20003. It has members in every state and abroad. Membership is open to everyone interested in improving rail passenger service. Annual dues range from general, $1; regular, $5; and contributing, $10, to sustaining, $100 or more. Many of our readers belong to this worthwhile organization.

Canadian National's B-B center-cab electrics 200 and 201 (built by GE, 1950) lead outbound commuter train on the Mt. Royal line in Quebec province last April 17th.
Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

Thomas T. Taber, who wrote *Steam Power Today in Switzerland* (Feb. '70) and is chairman of the Board of Public Transportation of Morris County, N.J., spoke at the concluding session of a Congressional hearing on rail legislation. He said the U.S. faces a "national catastrophe" because of erosion of rail passenger service.

"In contrast to the U.S.," Tom declared, "throughout the world today every large and progressive country is constantly increasing and improving its rail passenger service." Mr. Taber charged many railroads with indifference toward passenger service or a deliberate downgrading so that "trains would pile up losses to justify their discontinuance. . ."

Electrification may be an answer to the critical traffic problems between major cities and airports. General Electric's solution takes the form of using the air space over heavily traveled areas, by erecting a system that would run parallel to present highways. Their proposed aerial transport, featuring guideways and automatic controls, would speed passengers to and from airports in less than 20 minutes. These and other subjects were discussed at the first International Electric Vehicle Symposium in Phoenix, Ariz., attended by representatives from ten different nations. The point was made that only by electrifying could railroads control the effects of rising costs and remain competitive in the transportation field.

STEVE MAGUIRE'S

TRANSIT TOPICS

Steve Maguire

EVER hear of a newly-built streetcar line being abandoned even before it was opened for use? Well, it just happened in Mexico City, writes Luis L. Torrealba, Apartado 836, Mexico 1, D.F. Following the opening of STE, the service which operates all of the city's transit lines, three miles of a new line were built to connect one of its routes with the Azcapotzalco carhouse. This new line ran along several narrow streets. Hardly had the new tracks been laid than the city Traffic Department decided to convert the streets to one-way routes, making it impossible for the cars to use them as intended!

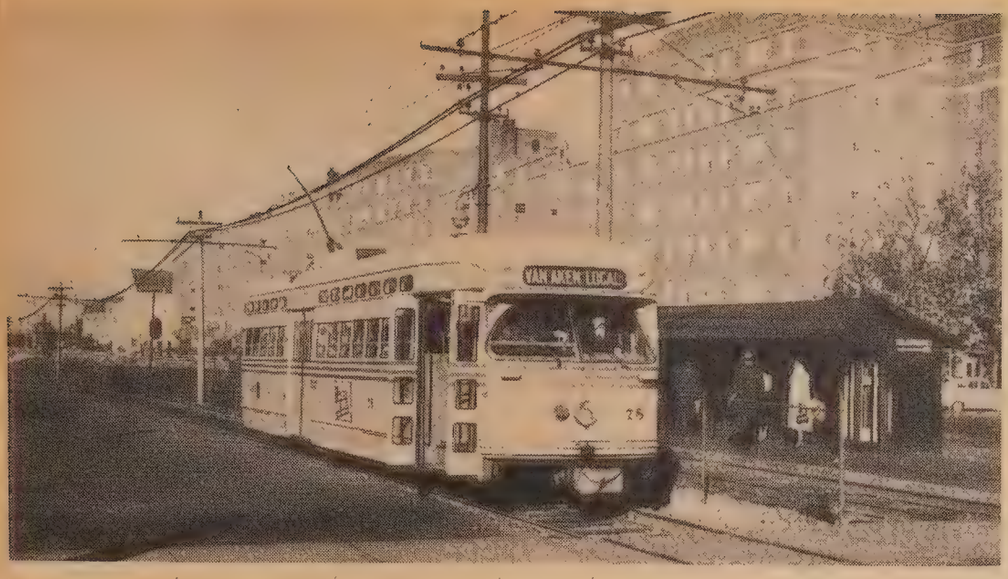
But the STE doesn't give up easily. They abandoned the newly-laid track and proceeded to rebuild along other streets. Thus, the line was newly built a second time. The abandoned track, laid in cement, will not be readily removed; but all switches leading from it have been disconnected, so the rails will remain in place in case the Traffic Department should change its mind again.

Luis adds that a new trolleybus line was opened in Mexico City the same day the Metro subway began running, on September 5, 1969. The city already has a big trackless trolley system.

FIFTIETH anniversary of Shaker Heights Rapid Transit will be celebrated on the week-end of April 11-12 by Northern Ohio Railway Museum (P.O. Box 7086, Cleveland, Ohio 44128) with a film show Saturday evening featuring SHRT and other films owned by traction and steam fans throughout the country. On the 12th at 12:45 p.m. a three-car train of 1200 series will leave SHRT's Cleveland Union Terminal for a 6-hour excursion over the entire SHRT system and the Cleveland Rapid Transit's East Cleveland line. Also, a special trip to Windermere Falls will be run with PCC's. Fares: $5.75, kids $3.75. Those buying tickets before April 6th will be eligible for a door prize.

SAN FRANCISCO'S cable cars are once more being threatened. Public Utility Commissioner Richard Goldman proposes that the California Street line be abandoned, due to high operating costs. However, this would have no effect on the Powell Street system, which is more popular, according to Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif. 94602.

The plan sparked an editorial from



No. 78, the Van Aken local, at Shaker Heights, in 1952. Northern Ohio Railway Museum will celebrate 50th anniversary of line with a 6-hour excursion.
Photo by Stephen D. Maguire

the *San Francisco Chronicle:* "Here's a proposal that indicates ignorance of or disregard for the wishes of citizens who own and use the cable cars and support them with their taxes, and who have in recent elections overwhelmingly resisted attempts to discontinue them.

San Franciscans, who revere their cable cars as a local institution, a tourist attraction of inestimable value, and a national landmark, will resent the cable-car hostility of Commissioner Goldman."

Commissioner Goldman replied: "As a native-born San Franciscan, I appreciate the sentimental value and tourist attractiveness as much as anyone, but as a member of the Public Utilities Commission, I have a responsibility to review the economic value as well.

"When we realize that approximately 90 percent of the visitors travel the Powell Street lines, and when we realize that only seven cars are scheduled on California Street on weekdays and three cars on week-ends and holidays, is it not in order to question whether the electorate which voted in 1954 to retain the line might favor its elimination in 1970?"

CONSTRUCTION of the $45 million Transportation Center in Jersey City, N.J., by the Port Authority Trans Hudson Corp. (PATH) is now well under way. Bypass tracks in the Journal Square area have already been completed, and new passenger entrance facilities at PATH's Grove Street station will be finished this April. A recent decision by the Supreme Court of New Jersey, which James Kellogg, PATH chairman, called "most gratifying," removed a possible obstacle to the project. In September, construction will begin on major elements of the Center, including a rapid transit station, a bus terminal, and the ten-story PATH headquarters.

ANYONE visiting the Far East should stop off at Hong Kong to see the interesting trolley system here, writes Lt. JG Bill Young (USNR), VF-51, FPO San Francisco, Calif. 96601. The system has 12 route miles of track, with 162 doubledecker cars, 22 single-decked trailers, and an instruction car, No. 200, the line's only one. All cars are of each day's service. All cars are 4-wheeled, carrying English equipment, with a gage of 3′6″.

The main line runs westward from Shaukiwan to Kennedy Town. There is also a loop branch through Happy Valley that runs around the Hong Kong Jockey Club racetrack. Hong Kong Tramways is the operating company which runs the system. It carries half a million passengers daily (slightly more on Sundays), with headways sometimes as close as 28 seconds apart. The fare is 20 cents in local currency (equivalent to 3 cents in U.S. money) for first-class seats! Second-class is half-fare.

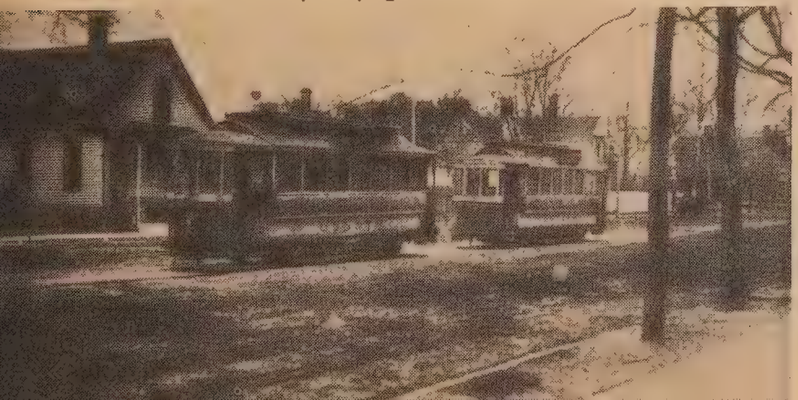
All Hong Kong track is laid in the streets, and the loop at each end is a busy location. Shaukiwan loop is in the middle of a 4-way street intersection, while North Point loop runs through a teeming market area. At the car barns, sidewalk peddlers have to be hustled out of the way to let cars pull into the depot (which still bears scars from the 1967 riots).

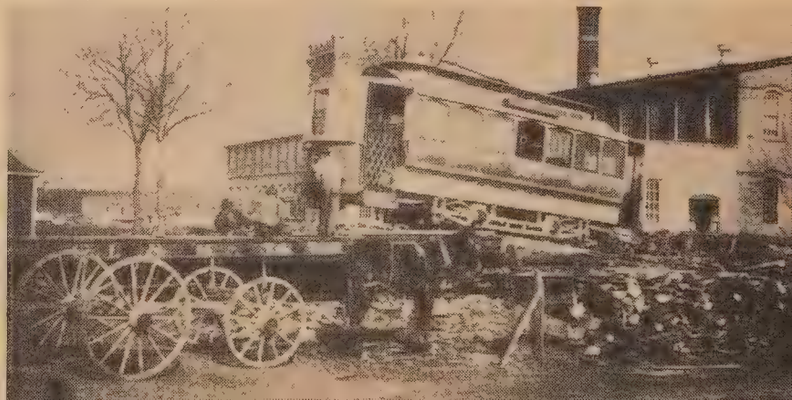
Bill informs us that the tramway line will face either modernization or abandonment in the forseeable future, so fans who want to see it operating should not wait too long. Visitors who call the offices in advance will receive a pleasant welcome. S. B. Boocock is traffic superintendent, and Kwong Kam Ming is chief inspector. The latter received the British Empire medal for keeping tram service operating during the riots.

Our correspondent is a member of the Orange Empire Trolley Museum at Perris, California, and hopes to get one of the big cars for the museum. He also tells us that OETM has completed its car barn, which will house eight of the Los Angeles Railway's narrow-gage cars. A theme street having vintage houses, traffic signals, street lights, and a trolley operation is under construction at the Perris museum. Visitors in the area are welcome at the museum.

MYSTERY: Three photographs recently received from Bill Gordon showed some old ex-Third Avenue Railroad trolleys at a location somewhere outside New York City. In trying to find where they could have been taken, we learned from Randolph Kean, Box 9639, Rosslyn, Sta., Arlington, Va. 22208, that they were originally obtained by Frank Tosh of Washington, D.C., from Gordon Livers, son of John L. Livers who was associated with the street railway industry for many years in the early 1900s, particularly in Charlottesville, Va.

Two of the three mystery photos of ex-Third Avenue Railroad trolleys. No one seems to know where these were taken.





New BART track south of downtown Hayward station in San Francisco.
Photograph By Harre W. Demoro

The trolleys shown are TARS electrics, converted from cable cars. Two are numbered 261 and 303. They have Third Avenue RR. paint on them, but the company name has been erased and the letters *GS&S RR*, appear on the lower panel of the sides. We know of no line with such a name. It is possible this was put on to avoid identification by a prospective buyer.

One view shows car 303 being unloaded (or loaded) from a flatcar of the GI&S Railroad—probably the old Geneva, Ithaca & Sayre, a Lehigh Valley predecessor. The scenes may be in the area of central New York State, but not even Vincent Seyfried, whose Third Avenue RR roster book came out in 1952, can tell us.

Nor are they taken in Charlottesville, Va., according to Randolph Kean, who writes "I lived in Charlottesville for many years. I know its scenery and landmarks and the appearance of the streets on which the streetcars (and before them, horsecars) ran from 1887 to May 30, 1935. There is no place in Charlottesville that resembles those photos, and none of the C&A's antecedent companies had the initials GS&S RR."

Can any reader identify them?

JOE FAHNESTOCK asked in our December department whether or not battery-operated railway cars were ever caught with "down batteries." A reply comes from Simon E. Herring, a Penn Central chief clerk of 932 N. Main St., Bellefontaine, Ohio 43311:

"On the St. Joseph Valley Railway—locally called the old Valley Line, operating between Elkhart, Ind. and Columbus, Ohio, an Edison-Beach battery car, No. 203, made a few successful trips. My dad, who was a steam locomotive engineer on this line, mentioned often pulling the car with dead batteries into the yards with a steam engine.

"Car 203 was purchased April 3, 1913. It was a semi-steel combine seating 45 people and powered by four 30-hp Diehl motors. The car had a maximum speed of 40 mph and cost the Valley line $18,000 under an agreement that, if it were successful, the company would buy three more such battery interurbans. The agreement guaranteed also that the car would run 150 miles on each battery charge. Elkhart to Columbus and return was 144 miles. Some days the car was just able to creep into Elkhart station after a round trip. Most of the time, though, it ran out of juice between Bristol and Elkhart. As this short part of the line was electrified, an interurban car would usually go out and pull it into Elkhart. Sometimes the 203 wouldn't even make it into Bristol. Dad would be called to take the steam engine out and shove the car to the Bristol depot.

"Mr. Bucklin, president of the road, was very unhappy about the car's performance. The builders suggested that the car be charged at Angola on the return trip where there was a layover. Mr. Bucklin refused to do this, pointing out that the car had been purchased with a guarantee for a 150-mile run. He finally sued Edison-Beach. The case went to Indiana's highest court, but he lost it. I do not know the final disposition of battery car 203."

Photograph by James S. Miller

Former Los Angeles PCC's now run at Pedro de Valdivia, Chile, for Soc. Quimica de Chile, S.A.

New Electric Publications

Cincinnati Streetcars; No. 3, Cable Cars, and Early Electrics, **by Richard M. Wagner and Roy J. Wright, has 64 pages 8½ x 11, is staple-bound with soft cover, and may be had for $3.75 from Wagner Car Co., 59 Euclid Ave., Wyoming, Ohio 45215. This is the third book in a series that will cover the history of Cincinnati railway lines through their entire period.**

It tells the story of the three underground cable lines operating in that city. Starting in 1885, they were eclipsed in public interest by the first electric cars built by Leo Daft. By 1902 the last of three lines was gone. Many old views of the operations were uncovered by the authors. Similarly, the story of the early electric cars has been presented for the period from 1888 until 1895, with illustrations, maps, and diagrams. The next volume is expected to carry on the story from 195 to a later date.

Trolleys to Augusta, Maine, **by O. R. Cummings, has 52 pages, 8½ x 11, with sofe cover binding, and costs $4 from Connecticut Valley Chapter of NRHs, P.O. Box 232, Warehouse Point, Conn. 06088. Like the Cincinnati book above), this is a sequel to a prior book and will be followed by another book. The series will form a complete history of the trolley systems from 1889 until their end in 1940, in the area of Brunswick, Augusta, Lewiston, and Waterville, Maine.**

The present book traces the history of the lines around Augusta, including those running at far as Gardiner, Togus, Winthrop, and Waterville. This is where the real old cars ran; and since this division lasted only until 1932, most of the photos show the oldest cars, including open-end wooden passenger observation cars. This well-produced book includes rosters and maps.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Model Trading Post

ED BLOMBERG, 1049 N. Lowler Ave., Chicago, Ill. 60651, will sell mdl. rr., rr. mags. 1938-'51. (SSE)

H.A. BRUBACK, Box 5664, Jacksonville, Fla. 32207, will sell 9 Buddy L Locos, 5 wrecking cranes, 85 cars, track sws. (SSE)

FRANK FABIAN, 8828 S. 55th Ct., Oak Lawn, Ill. 60453, sells Lionel, KMT O gage equip., or trades for NO. (SSE)

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, sells or trades std. gage frt. cars, Lionel O gage. (SSE)

ALDEN MILLER, 3212 34th Ave. So., Minneapolis, Minn. 55406, wants 1933-34 Chgo. Century Of Progress AF exhibit booklet.

MAURICE SAARI, 209 E. Park, Marquette, Mich. 49855, will sell ¼"-scale desk model of DSS&A 2-8-0 704.

JIM STAGGS, 3425 Sheila Ave., Rucson, Ariz. 85714, will sell 1½"-scale 7½"-gage gas-powered switcher. (SSE)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Why are the Penn Central cabooses painted green?***

This color was adopted Feb. 1, 1968, when the Pennsy and New York Central merged. Most Pennsy cabooses were painted red; and NYC, red or brown.

2 ***Tell me the meaning and origin of the term "gandy dancer."***

A gandy dancer is a section worker or trackman. The term came from the defunct Gandy Mfg. Co. of Chicago, which manufactured equipment used by track workers, according to Freeman Hubbard's book, *Railroad Avenue*, first published in 1945. Freeman sent copies of his vocabulary of rail lingo to various publishers of dictionaries. As a result, some are now using many of these terms. *Gandy dancer*, for example, is in *Webster's Third International Dictionary*.

3 ***What was the Pea Vine Railway?***

This term was applied to almost every American shortline which served mainly farm territory.

4 ***Wanted: poem called "Jungle Reverie."***

Here it is, by James C. Southcott. It refers to a "hobo jungle," some lonely place alongside a railroad track, usually in the West, where tramps and/or unemployed boomers gathered and cooked meals, particularly Mulligan stew, over an open fire while waiting for trains on which they would ride "the rods" or "the blinds."

I'm sitting here by a crackling fire,
In the stillness of the night;
Overhead, through the lacework of branches
The scattered stars gleam bright.
From the darkness comes the murmur
Of a swiftly flowing stream,
And over there in the freight yards
I can see the switch-lights gleam.
My Mulligan's just about ready
And the Java's beginning to boil;
The fragrant aroma of cooking
Blends in with the smell of the soil.
. . . Ah! Do you hear that stirring whistle,
And the thundering roar of a train?
I can hardly wait till tomorrow
To be off on the road again!

5 ***A brief history, please, of the Kankakee & Senaca.***

The K&S was opened for business in Jan., 1882. In July it was taken over by the Cleveland, Cincinnati, Chicago & St. Louis, which the New York Central controlled. It is now part of the Penn Central. Total mileage, just under 49.

6 ***What is the present status of Milwaukee Road electrification in the State of Washington?***

Dismal. On the Milwaukee's 214-mile, electrified, Pacific Northwest Division, nothing electric has moved since last spring. A fleet of chop-nose diesels now handles the traffic while the once-important electric locomotives sit in grumpy silence. On a line that is not all under wire the electrics appear to be losing out, due to age and lack of utility.

Only E-25 and E-39 locos have been reprieved from the scrapper's torch. Each is a 4-unit type of 1916 vintage. Tacoma crews call them simply the GE's, while on the Montana Division they are referred to as "Pelicans." The E-25 and E39 locos will be used in stand-by helper service between Cedar Falls and Beverly, Wash. At those two points the Milwaukee's east-west grades begin. There are no present plans to bring any of the famed "Little Joes" out to supplement the Pacific Coast roster. On their last outing in about 1958 it was felt that they drew too much current to make their operation in that state practical.

The entire Washington trolley from Seattle to Othello is dead. A line of old square-fronts awaits the torch. Milwaukee Road employees see little likelihood of their being returned to use. However, that portion between Cedar Falls and Beverly could be re-energized on 48-hours notice if the traffic warranted it.

Generally speaking, the fate of Milwaukee Road electrification in Washington is undecided. The road is ordering new diesels rather than electrics, but Little Joes and Pelicans still do heavy service in the Rockies. If you want to see them, the best places to go are Deer Lodge and Butte, both in Montana, advises Noel Holley, 2210 Afton Way, Colorado Springs, Colo. 80909, who sent us this information.

7 ***I have seen many locomotive pictures on postage stamps of various countries. Which was the earliest loco to attain that distinction?***

Earliest was a cabless six-wheeler built by Matthew Murray in 1812 and shown on a stamp issued in 1964 by the tiny republic of San Marino, Europe's oldest independent country (only 31 square miles), located in eastern Italy near Rimini. Parts of the original engine may be seen today at the railway museum in York, England.

8 ***Why isn't the top of Cleveland's Terminal Tower (headquarters of C&O-B&O) lighted any more?***

David Nilgis, vice president and general manager of the Terminal Tower Co., says it has been dark for nearly 15 years. One of the first things he did after assuming management of it in 1968 was to consider relighting. He learned that the rewiring made necessary by rusting supply lines would cost at least $20,000. This expense is regarded as too heavy, even for Cleveland's tallest building.

9 ***Tell me how the Besler steam engine operated.***

A unit on the New Haven Railroad, powered by a Besler motor, yielded 1200 pounds of steam pressure with a continuous-flow, non-water-level boiler. This boiler stood in the front compartment of the train or car, taking up very little room. The engine itself was mounted on the truck. It consisted of a pair of direct, two-cylinder compound engines, each connected to an extension of an axle stub. The high-pressure cylinders measured 6½x9 inches, the low-pressure 11x9.

Most important features of this type of power were the high-pressure "flash" boiler which could be brought up to full pressure in a few minutes and which was equipped with an automatic oil-burner, and the economical mounting of the engine proper on the truck, allowing more space in the car itself. The complete power plant weighed about half as much as a diesel-electric of the same capacity.

10 ***I am looking for a poem entitled "The Old Caboose," by C. Milligan.***

Look no further. It appeared originally in the Chicago *Tribune* about 35 years ago.

Sentenced to roll at the end of the train,
Trying ever with might and main
To keep abreast of the speeding load
But tagging behind on the roaring road.
Tardy at sidings, the last to leave,
Yet I may not complain or grieve,
Minding my own, last of the train.
Pounding out but the once refrain.

Song of the wheels in staccato notes
Clicking the rails, yet a music floats

**Over the broad terrain and away,
Song of the train through the livelong day.**

**Dust on my wheels and weather worn,
Limping behind and a way forlorn,
But a car must fit to the place allowed
And why should an old caboose be proud?
Lumbering over the steel highway,
Rain in the sky or a blustery day,
Skirting the hills, and the desert knows,**

**For it has accorded me many blows.
Sand and silt and the staggering sun,
Bending my will to an iron steed,
Every day till my frames are loose,
Glare on my roof till the heat is done,
I must follow where engines lead,
Last to emerge in the paling dawn.
Into the sunset gliding on,
That is the lot of an old caboose.**

11 ***What are Conditionaire cars?***

The adjective is applied to 51 freight cars built by ACF Industries for bulk perishables on Northern Pacific. Each one can hold up to 185,000 pounds of potatoes, more than three times the load carried by conventional cars. Heating, cooling, and insulation give Conditionaire cars unvarying temperature control at levels set in advance.

Running Extra

Wanted by Roger Farrow, 1502 Parkade Blvd., Columbia, Mo. 65201: info. on emigrant cars, which were used to transport Western families, their household goods, and farm equipment, even some livestock, all in the same car, before 1900. He also seeks photos and stories of rail travel in the Midwest and Southwest in late 1890's, early 1900's. He asks if we featured any articles of that period; if so, how can he get them. (We published many such features over the years, but we have no overall index. For example, a fiction story by Harold Titus entitled "The Girl in the Zulu Car." Emigrant cars were commonly called *zulu cars* because many years ago, after fierce Zulu warriors in Africa had fought a bloody war against English troops, a band of them, including the chieftain's wives, with their possessions, toured the U.S.A. by rail as part of a circus.)

"What were the names and numbers of Chicago & North Western passenger trains that ran near my home at Rockford, Illinois, from 1949 to 1963?" asks A1C John W. Baie, 47 TAS, CMR Box 2319, Forbes AFB, Kan. 66620.

Who can tell D. Klaiman. P.O. Box 400, Shaunavon, Sask, Canada, where to get information on the old steam automobile and the old steam-operated railroad car?

Correcting an error in our June '69 department, W. Raymond Hicks, 192 Fairfield Ave., Westminster, Md. 21157, says the last rail passenger service between Cumberland and Hagerstown, Md., was abolished May 30, 1953.

"Please tell me the addresses of two railfan friends, Charlie Kalhorn, living in the New York area, and Phil Hanna, Denver, Colo., both of whom I contacted while I was in the Army," writes Bud Holkstra, 4217 Clark, Richton Park, Ill. 60471.

Info. on Iron Horse Plantation Railroad at Charleston, S.C., is sought by Ronald A. Butterfield, trustee, Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

We hear from Vic Koenigsberg, editor and publisher of *Steam Locomotive News,* Rte. 1, Box 140, Sheffield, Iowa 50475: "Who can tell me the whereabouts of old Carbon Limestone 0-4-0T narrow-gage engine No. 30 (Porter, 1923), displayed at Holiday Inn Motel near Youngstown, Ohio, from 1963 until sold at auction in Jan. '66? I also want info. on Sharon Steel Co. 0-4-0 No. 4 (Porter), last used in 1965 by Price Wrecking Co. to scrap Sharon plant at Lowellville, Ohio; also present status or disposition of two 0-40T Porters used until June '68 by Conn. Coke Co., New Haven, Conn. (plant scrapped last June); also details on 0-4-0T displayed at Iron Horse Antique Shop, Westfield, Mass.; also data on 0-4-0T displayed at auto museum, Holland, Mich.; also history of WMC Scenic RR. 0-4-0 No. 22 at Lake Lure, N.C. (ex-Tootsie R.R.)."

History of 0-6-0T USA switching loco No. 10136, displayed at main gate of Fort Eustis, Va., is wanted by LIRR engineer Richard J. Harrison, 226 Sears Rd., West Islip, N.Y. 11795. He saw her in 1950 while on duty in U.S. Army, 724th Ry. Oper. Battalion, but doesn't know if she is still there.

"What Pennsy freight steam loco types were used on Amboy branch between Monmouth Jct. and South Amboy prior to dieselization?" asks Wm. J. Toth, 264 Easton Ave., New Brunswick, N.J. 08901, who is making model layout of that area in period of about 1955.

Request for brief history of Sylvania Central Ry. is answered by Don E. Traver, Rte. 1, Sleeman, Ont., Canada, as follows: This Georgia shortline began as the Sylvania Central RR., chartered Jan. 3, 1884. It was completed April, 1885, from Sylvania to Rocky Ford. The Central of Georgia had an interest in this contruction, supplying materials and holding a mortgage on the road. Mortgage interest was unpaid, so a receiver was appointed.

Sylvania Central Ry., successor to Sylvania Central RR. and incorporated May 2, 1903, was largely controlled by the Central of Georgia through ownership of capital stock. A non-operating company, Sylvania & Girard RR., was formed and leased to the SC on Jan. 1, 1906. This lease ended Dec. 1, 1915, after which the line operated independently until it was abandoned.

Railfan and philatelist Ernest A. Sherman, Veterans Administration Hospital, Northampton, Mass., will correspond with anyone interested in the Louisville & Nashville.

A Canadian reader, H. W. Blake, asked: "Why hasn't an automatic coupler of lightweight construction been applied to British Railway equipment?" The following reply comes from a retired BR engineer, John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Mon. NPA 5AL, England:

"What a queer question! For many years we have had automatic couplers on numerous cars here in Britain. On our electric railways dating back 50 years no side buffers were used on central automatic or semi-automatic couplers. I myself was tutored 10 years ago on how to tie two coaches together and how to separate them even though side buffers were in use. The latter, by an ingenious design, can be dropped down clear. The central drawhook carries normal screw shackles with a dropdown Buckeye coupler. This can be lifted and a pin inserted and matched by another car having a similar arrangement.

"In other words, we have conversion aids to alter a coach or carriage from a normal to an automatic or Buckeye unit. Few, if any, of our small 4-wheeled freight cars are so fitted. Modern freightliner cars have a central coupling unlike the usual Buckeye-pattern coupler." ●

London Midland Region (British Railways)
Buckeye coupler on a British Rail 25KW multiple-unit electric; the train also is equipped with side buffers. This photo shows a Rugby local passenger train.

The Reader Railroad in Arkansas is one of the few roads listed in the *Official Guide* which still use steam power on a regular basis. (Left) No. 108, a 1920 Baldwin, is in current service. She was formerly No. 108 of the Angelina & Neches River RR. (Right) Conductor C.H. Ost's daughter, Holly, oils the 2-6-2's joints with hogger Dale McBride.

C. H. Ost, P.O. Box 4108, North Little Rock, Ark. 72116

HOBBY CLUB

conducted by Sy Reich

IN MID-OCTOBER, the Billmeyer and Small car factory at York, Pa., was razed, reports Wayne Loepple. Previously, it had been used as a theater. The plant was well known for the streetcars and railway coaches it built. Another product was Maine's Sandy River & Rangeley Lakes combine No. 15. This operated on two-foot gage and was 49 feet long, 10 feet high, and 82 inches wide.

The Railways to Yesterday museum, which Wayne is a member of, operated six of the Billmeyer & Small streetcars at its Winter Spectacular. The museum is located in Orbisonia, Pa. For details write S. G. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Penn Central is offering nickel-silver medallions, struck to commemorate the 40th anniversary of the nation's first transcontinental rail-air service. The medal depicts a Pennsy steam passenger train with a trimotor plane flying above it. The reverse side has the inaugural date and the corporate symbols of PC and TWA. Medallions cost $1, plus sales tax, from Rail-Air medallion, Penn Central, 1040 Six Penn Central Plaza, Philadelphia, Pa. 19104.

Railroad tunes played on an organ and the sounds of a famous train are offered in a new record, *The Flying Scotsman Goes On Tour*. At the beginning of every band we hear No. 4472 on trips around England. The organ music, by Jackie Brown, breaks in to play *Chattanioga Choo Choo*, or something of that sort. Our only objection is that the glory of 4472 in action makes up less than ten percent of the record. Available in stereo, No. CR-S058, from Concert Recording, Bor 531, Lynwood, Calif. 90262; $4.50 plus 38¢ shipping.

Souvenirs and railroad items can be bought from The Switchman's Corner, operated by the Southwest Railroad Historical Society in Fair Park, Dallas, Texas. The items include letter openers, charm bracelets, trainmen's lanterns, nameplates, plaques, and prints of the *Flying Scotsman*.

Two books for Shay fans are available. *Catalog of Repair Parts for Shay Geared Locomotives* costs $3. *Lima Shays on the Greenbrier, Cheat & Elk Railroad* sells for $1. The two can be had for $3.50 if bought together. Order from Cass Civil War Museum, Kyle Neighbors, Cass, W. Va. 24927.

William Van Loan of Maywood, N.J., has a suggestion for those who want to buy a caboose in the N.Y.-N.J. area: "I've seen dozens of old cabooses laying idle on spur tracks of the Erie's Northern Valley branch, Orangeburg, N.Y. Contact the Erie Lackawanna in Hoboken, N.J."

Photograph by Michael A. Eagleson

This coat-of-arms is emblazoned under the cab window of the *Flying Scotsman*.

G. M. Kidder's *Railway to the Moon* reviewed in our January issue, has been selling fast. Publication is limited to 1500 copies. It's the history of Mount Washington Cog Railway.

The Committee for Better Transit is forming college chapters and looking for anyone else interested in joining. Write Stephen Dobrow, Box 3106, Long Island City, N.Y. 11103.

Do you collect transfers, tickets, etc.? If so, write Bruce Gilson, American Fare Collection Assn., 5210 Broadway, Bronx, N.Y. 10463, for details.

The Timetable Collector is a monthly publication of news, articles, and illustrations, issued by the National Assn. of Timetable Collectors, headquartered in Indiana. Membership is handled by William Wagner, P.O. Box 842, Richmond, Ind. 47374. Dues of $4 a year includes a subscription to the magazine, which has a trading service.

That the Railway & Locomotive Historical Society is held in high esteem may be gathered from the impressive list of educational institutions that are annual members. For example: the libraries of Harvard, Princeton, and Yale universities; Baker Library at Dartmouth College; M.I.T. Library; and the libraries at the universities of Baltimore, California, Delaware, Kentucky, Maryland, Massachusetts, Michigan, Missouri, and Texas. They all keep the R& LHS *Bulletins* available.

GENERAL MANAGER'S ORDER

by Clifford L. Sweet

THE PERIOD preceding the close of the fiscal year which ends June thirtieth, was always a trying time for minor officials on the River Division of the St. Louis & Los Angeles Railway.

About this time each year a frantic attempt was made to balance the division budget. Old contracts expired and new ones were hastily drawn, expenses were pared to the bone in a last-minute effort to offset earlier reckless spending, and Superintendent Melcher went around with a frown on his florid face.

On the morning that the financial report for the Sawlog Cutoff came out, Stonewall "Stony" Bell, a man of slight build but great vitality, was summoned to division headquarters.

Stony's original title was trainmaster. His territory was the Sawlog Cutoff, which was part of the River Division. In the process of hewing down expenses, the duties of roadmaster had been added originally to the trainmaster's job. Then, little by little, other official capacities had been abolished and their duties shifted to Stony's patient shoulders; until now it was safe for mainline officials to cuss him for almost anything that happened on the cutoff.

This latter extended from Belle Isle to Sawlog Junction. It was built primarily as a cutoff, though the idea never seemed to jell. While it shortened the distance over the division by 39.2 miles, no mainline train had ever run over it. Just after the line's completion, petty jealousy had arisen among the officials, and its 107 miles of easy grades and long tangents has been ignored.

Railroading on the cutoff had changed but little in the twenty years of its existence. It still drew the cast-off motive power and other equipment from the main stem, and produced about as much revenue as a second-rate branch line.

Speaking to Stony about revenue in connection with the cutoff was like waving a red flag at a bull.

"Why should a cutoff produce revenue?" he'd retort. "That isn't its purpose at all. If our officials ever roused out of their stupor long enough to realize that the Sawlog was a cutoff and not a glorified branch line, the Sawlog might become the main line."

Thus Stony preached the economic possibilites of the shorter route to everyone who would listen. Thirty-nine and two tenths less car-miles across the division. Thirty-nine and two tenths less miles of costly roadbed to be pounded to pieces by heavy trains.

And this brings us down to Stony Bell's chief pride and constant worry, the roadbed. Year in year out, he nursed that roadbed and kept it in tip-top condition. To do this, in the face of tight fisted economy, required a bit of scheming.

Had he been so minded, Stony could have cleared up the mystery concerning the cars of cinders and crushed stone intended for mainline use which were forever disappearing from sidings at junction points with the cutoff. And Stony had thousands of cross-ties—on paper—which, instead of reposing in neat, dirt-covered piles along the right-of-way, per inventory, had already been tamped into the track. This fact alone, had it been known to Superintendent Melcher, would have provided grounds for a devastating upheaval.

STONY found his chief that morning crouched behind his desk, driven to cover by harassing problems and hurling verbal broadsides at a frightened young steno perched nervously on the edge of a chair.

The girl was slim and dark-haired, Stony noted approvingly, with good frontal development and a cute little behind. Her legs were long and tapering. She flashed a desperate look of appeal as the trainmaster came in. Obviously, the division superintendent was not in an amiable mood.

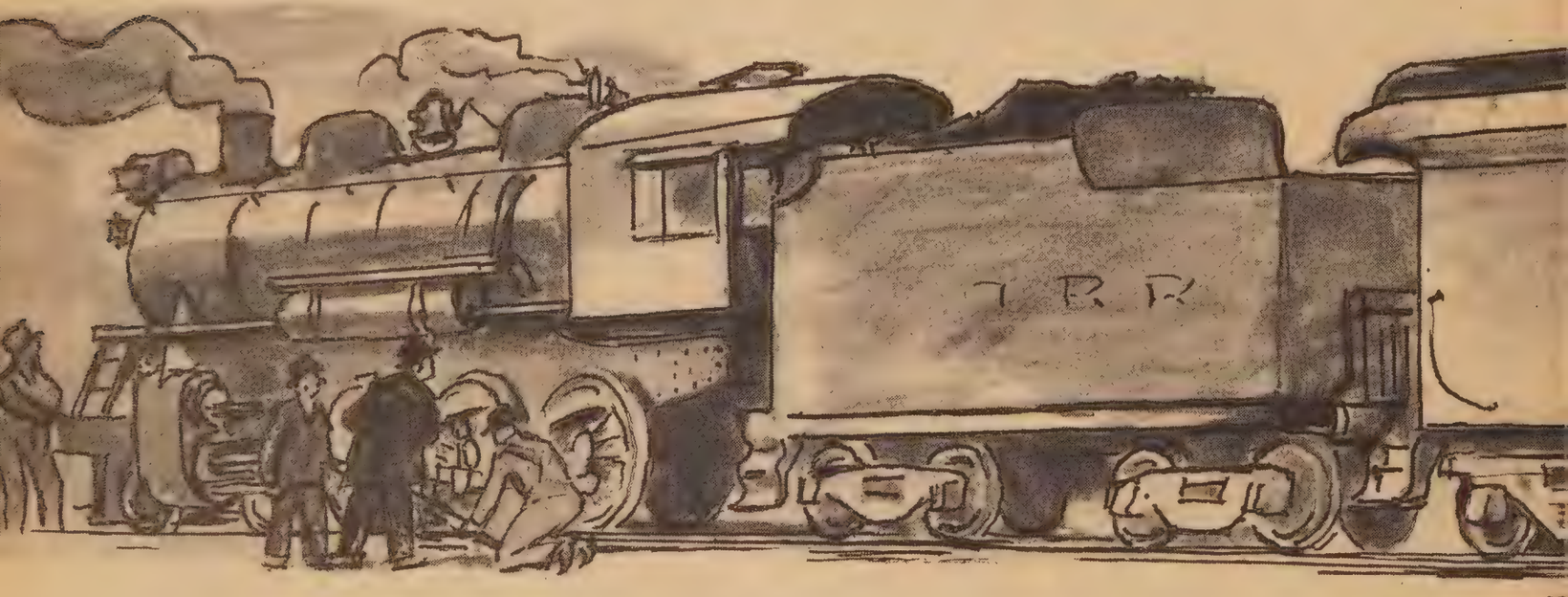
Stony dropped into a handy chair to wait. He could not help overhearing the contents of the letter the super was dictating. Because it was the curt dismissal of an employe, Stony guessed that Mr. Melcher was not going to be easy for him to deal with.

After "Ad" Carnigan, an engineer with a penchant for fast running, had been pulled out of service for failure to observe existing speed restrictions, Mr. Melcher dismissed the steno with an imperious wave of his hand. The girl stood up straight, brushed back a wisp of hair from her forehead, and left the room. She moved easily, with a slight swing of her body. Admiration engulfed Stony as he eyed her retreating figure.

The super turned to his visitor. "Haven't you ever seen a young lady before?" he asked curtly.

"Why—uh, yes sir, of course."

"In that case," the brass collar went on, "we'll get down to business. I've been going over your financial report for the cutoff."



Stony brightened. "Looks pretty good, don't you think?" He had spent a lot of time getting that information together.

"Good for what?" the boss growled.

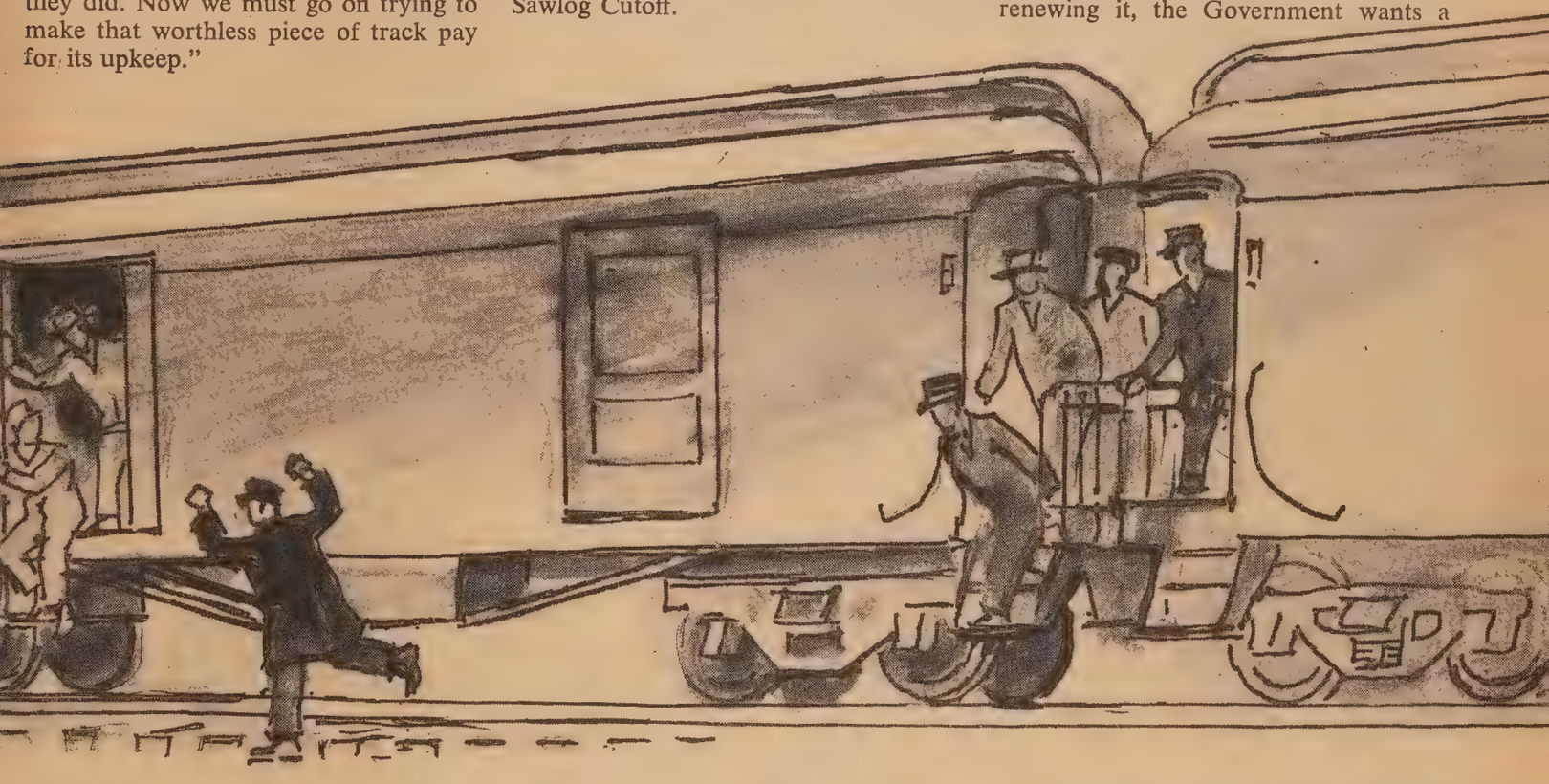
"Why," said Stony, "our empty car-miles have decreased two points this year, while our average load per car went up nearly a ton."

The super stared at him.

"And while you was doing that, you was losing two dollars per mile every month you operated. Is that what you call *pretty good?*"

"Well," Stony argued in dampened spirits, "that's a lot better than the same period a year ago. Besides, we don't expect much of a showing for winter and spring. Our rush comes—"

Mr. Melcher raised a heavy palm as a command for silence. "Never mind what we expect and don't expect! We didn't think the I.C.C. would turn down our application to junk the Sawlog, but they did. Now we must go on trying to make that worthless piece of track pay for its upkeep."



Stony Bell was out of his chair at a pound, a warm spot of color surging through his tanned cheeks.

"Junk the Sawlog?" he croaked. "Why—you can't do that!"

This was the first knowledge he'd ever had that it had been thought of.

"Who says I can't?" Mr. Melcher demanded. "Here's what I called you up here for. I want to make a drastic reduction of expenses on that crummy line. And when I say *drastic*, I mean cut it down plenty."

Stony's eyes widened in outraged surprise. Cut expenses! They had already cut to the danger point now. It simply couldn't be done.

Mr. Melcher saw the trainmaster gathering force to drive a protesting wedge and he forestalled it.

"Now don't tell me it can't be done, because I know absolutely it *can* be done. Pull off more section men; close up two or three telegraph offices, or cut off another pumper or so. Why, dammit, man! There's a dozen places where you can cut expenses if you get your eyes open."

The brass collar met Stony's growing defiance with a look of cold menace, and added: "If you leave it to me, I know where I could chop off $275 a month in one chunk."

The sizzling retort that surged up inside of Stony Bell perished on his lips. The specific sum mentioned by Melcher was the exact amount of his monthly pay check.

The interview ended as similar ones in the past had ended—with Stony, mildy defiant and a little heroic, promising to go back and finish wrecking the Sawlog Cutoff.

HARRY VAN PELT, a short thickset man around thirty, with a weary look in his harsh gray eyes, dropped into a chair at the corner table where Stony Bell sat munching a ham-on-rye sandwich and figuring on a paper napkin.

"Whatsa matter with this damned railroad anyway?" demanded Van Pelt, who was the division's mainline trainmaster.

Stony Bell pushed aside his figures and pocketed his pencil. The figures were a dismal failure from any angle that he could see.

"Been talking with Melcher, I see." Van Pelt grinned wryly.

"How did you guess it? The Old Man just handed me a miracle—told me to make it work."

The waitress, clear-eyed and efficient, intruded with a glass of water and a pat of butter. Van Pelt ordered steak and French fried potatoes, and then contrarily called the girl back.

"Bust it!" he said. "Bring me a cup of black coffee and let us alone."

Stony glanced at her casually as she walked away. His mind now was on other things.

"Miracles," he observed, "are just everyday problems in a trainmaster's life. And making one dollar do the work of two isn't a miracle any more."

"No, but running a race with a pack of jackasses is," Van Pelt came back vehemently. "That's what I'm slated to do. And maybe I'll lose everything—including my own job—doing it."

"Eh, what?" Stony was astonished.

"Our mail contract," he said, "expires the last of this month. Instead of renewing it, the Government wants a mail test. Whoever hauls the mail from here to Springfield the quickest, gets the contract for next year."

"What are you trying to give me?" Stony jeered. "Race for a mail contract when there isn't any other railroad to race with—not since the Missouri & Northwestern quit running in here."

"You've been sticking around the woods too close," said Van Pelt, pointing out the window. "See those babies over there? If you think the Missouri Transport Company can't give us a race with that fleet of fast mail trucks, you're out of your head."

Stony gazed across the hot, dusty street. A row of trucks, glistening blue and white under the noonday sun, were

backed up to the station platform. He had heard a lot about the raids that trucks were making into company revenue, but had never come into actual contact with them. The reason, he guessed, was because the Sawlog—built to cover the shortest distance between two points—had missed every town large enough to invite such competition.

"We don't have a Chinaman's chance to win tonight," Van Pelt wailed. "The new state highway is straight as a crow can fly from here to Springfield. The trucks have better than a fifty-mile edge on us for distance. They'll beat us, hands down."

"Are you throwing in the sponge even before you start?" Stony flung out impatiently.

He wished this was *his* race. He'd give those truck men a run they'd remember. Something about the situation made his blood tingle. All the old longing for main line action, suppressed for years, fired up in him all over again.

"Oh, I'll do my best," Van Pelt said. "I've got to, to hold my job."

Yes, the mail contract was important. Without the huge volume of U.S. mail that now moved over the River Division, there would be little justification for the two high-rolling night trains that gave the SL&SA a chance to bid for transcontinental traffic.

BUT what Stony was thinking of mostly right then was the new general manager, Ben Travis by name. Travis had come from an Eastern road a month or so back. His one outstanding quality, so gossip said, was a rare ability to scent out economic assets and put them to earning dividends immediately.

On the strength of that, Stony Bell had, with some trepidation, gone over Mr. Melcher's head and written the new brass collar a letter. His appeal, of course, was an impassioned plea to reroute main line traffic over the Sawlog Cutoff. He pointed out the economy of the shorter route, the saving in expensive car-miles. But nothing came of it. The general manager's answer was silence in large, unbroken doses.

"Who's going to pull that test run tonight?" Stony asked curiously.

Van Pelt screwed up his forehead in pensive thought. "Guess it'll be Wes Garver. He's got the best all-round record on the division. Wes is cool and steady and he never goes off half-cocked by taking chances."

Stony snorted: "Better use somebody with guts and a bum record. If it was me, I'd pick some hard-luck Johnny who won't be thinking of his record every time he grabs the throttle. You've got to *step* to win that race. Don't forget that the trucks have the shorter route by fifty miles. That chops fifty minutes off their running time.

"Which hogger would *you* pick?" Van Pelt inquired.

"Ad Carnigan," said Stony.

The other man's eyes widened. "Say, be sensible! That harebrained hogger is slated for dismissal right now."

Stony's reply failed to mention that the letter discharging the engineer had already been written.

"Ad," he said, "is misunderstood. Treat him right instead of knocking him all the time and he'll do fine."

Anybody down and out was sure of Stony Bell's whole hearted sympathy.

Van Pelt thought for a moment. "You might be right, at that," he admitted "Ad has clipped every record made on this pike. If we turn him loose on that outlaw train tonight and tell him to go to it he might win."

"You're waking up," said Stony.

FROM the eating-house, Stony went straight to the division office. Mr. Melcher had his hat on, preliminary to going out, and was giving last-minute instructions to his shapely little stenographer.

"Well, what do you want now?" the super asked abruptly. "I'm going to Sprinfield on Nine—"

Stony realized the disadvantage of arguing under such conditions and strove to make every word count. He stated his proposition squarely.

Mr. Melcher interrupted him by turning to the stenog. "That will be all for now, Miss Field." Then he told Stony: "No! No! Reinstating a man with Carnigan's record is against company policy."

"To hell with company policy!" Stony cried boldly, "Ad Carnigan is the logical man to pull that mail test. Oh, I know he ran his train like a reckless fool even after you warned him. But that's the kind of man we need to win a race."

Mr. Melcher searched Stony's face shrewdly. "What's this race to you? And why aren't you out figuring ways to cut expenses on the Sawlog?"

The trainmaster said: "I've got a plan for the financial affairs on the cutoff. But I just don't like losing what that race stands for, when we could win it."

Stony painted a gloomy but realistic picture of what the River Division would be without Numbers 9 and 7, the two trains now hauling mail. He referred to big modern trucks burning up the highway at passenger-train speed, emboldened by success, grabbing at other lucrative business once the mail contract was in their clutch.

Mr. Melcher was impressed. He showed it by his narrowing eyes. "This might be a good way to get some of the fast running out of Carnigan's hide."

"No doubt of it." Stony urged. "Turn him loose! Give him a fling at speeding. Once he gets that fast stuff out of him, he'll be the best hogger you got."

Mr. Stony kept a weather eye open. The instant Mr. Melcher's countenance began to waver, showing that the idea was taking hold, he stopped short.

The careful build-up however, was wasted. At the very instant the super was making up his mind to give Carnigan another chance, his pretty stenog tiptoed in with a wire report heralding a nasty derailment on a dangerous curve.

Mr. Melcher read the report in white-lipped silence. Then he stormed: "There's what these damned fools do for you! I wouldn't even let Ad come back on the right-of-way!"

That closed the interview. Stony sighed wearily. His moment was gone. In his present mood, Melcher would listen to nothing smacking of leniency.

In the outer office Stony paused by a desk. Miss Field glanced up with a shy smile. Stony smiled back, and the instant the girl bowed her head, he deftly removed two sealed envelopes from the outgoing mail in a wire tray on the desk.

One envelope was addressed to Ad Carnigan, the other to Harry Van Pelt. Out in the hall, he shamelessly ripped the envelopes, assuring himself that he held in his hands the power to give Ad another day in service.

NEWS of the coming race with the trucks became noised about. Men in overalls and red bandanas loitered on the station platform, inspecting the trucks, comparing the speed and the stamina of this new contestant.

At times the discussion waxed into heated argument. Harsh words, punctured with distinctive railroad profanity rose and fell in the hot, sultry air.

When Van Pelt and Stony Bell came out of the yard office and along where the arguments were in progress, it was expected that some official statement would be heard. Instead, the two trainmasters avoided the group and went directly to the shade beside the express office and fell into a heated argument themselves.

What was said could not be heard: but Stony Bell, one foot propped on the top of an ice cream carrier, could be seen sawing the air with one hand while he expounded something to Van Pelt. Whatever the argument, it was spiritedly contested for a time. Then Van Pelt gradually weakened, and at last grudgingly accepted the conditions imposed by Stony Bell.

Later, in the depot, at Springfield, Superintendent Melcher and General Manager Travis were standing behind the telegraph operator, who had a set of head phones clamped to his ears.

Mr. Travis was a portly man around

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fifty. Outwardly he was at ease, exhibiting the composure of a man who has given his orders and will brook no failure. Mr. Melcher, on the other hand, was nervous and restless. He paced the floor.

Presently the operator leaned forward as if listening. Then he held the ear phones away from his head and turned around.

"Our test train left Belle Isle at seven ten," he said. "The truck fleet got away five minutes before."

"Ah!" Some of the tension left Mr. Melcher's face "Right on the dot. Coalville is ten miles out. They will pass there at seven twenty-one."

But they didn't. At 7:25, Mr. Melcher could stand the uncertainty no longer and ordered the operator out of the chair. He squeezed his own bulk into the creaking seat and fumbled the head set awkwardly in getting it saddled over his shiny pate.

"Dispatcher!" he barked. "Is that mail test showing at Coalville yet?"

Neither the operator nor Mr. Travis could hear the dispatcher's reply, but they both saw the loose folds of skin around Mr. Melcher's neck suddenly become blotched with purple.

"What's that?" he yelled. "Hello—hello! Say that again."

There was a short pause and Melcher groaned. "Over the cutoff? The Sawlog Cutoff?. . .Impossible. . .Get 'em back! Yes, that's what I said. Get 'em back! That lousy track isn't safe for a handcar . . . What? Oh, you can't, huh? . . . Well, who in hell told you to move that train over the cutoff, anyhow? . . .Van Pelt, eh? Umm! What engineer is pulling that train? What? Don't be a sap! . . . I fired Carnigan this morning. . . Oh, you saw him on the engine yourself? Who else is riding her? . . . You think Stony Bell is . . . I know damn well he's the instigator of this mess . . . Did he say what time he expected to reach the main line at Saw-log Junction, if he ever does? . . . Hell's bells . . . Not 107 miles in 95 minutes! The damn fool's crazy!"

CRAZY, yes! Ad Carnigan, latching the throttle back over the coal gate was sending a heavy ten-wheeler over the Sawlog Cutoff for the first time in history.

Ad winked at Stony and gave his engine another notch. He leaned over to wipe the face of the speed clock with a piece of dirty waste.

Seventy. Stony heard the voice of the 4-6-0 change in tone. The sound from her stack was like the far-flung drone of a mighty motor as it ripped the night into shreds, swelling above the crash of drivers over rail joints and switch frogs.

They roared through a rocky cut. Reverberations smashed back at their ear drums. They shot across a narrow flat, out onto Cat Creek Bridge, the taut understructure vibrating like the strings of a zither. A light blinked dizzily ahead. There was a deafening crash of drivers hammering a switch frog, a swish, and then a lonely station lay a mile behind.

Stony glanced across the swaying cab at Van Pelt, hunched in dread on the fireman's seatbox, eyes straining ahead, fearful that the big 4-6-0 might hit the ties and go reeling down the dump. That's what Van Pelt thought of the track on the cutoff.

Stony laughed, drunk with accomplishment. He was showing a bunch of dumb brass collars what a cutoff should be used for. Through station after station they swept. Then in the tunnel of white light a yard-limit board marched into sight.

"Say," Ad barked, "this ought to be Sawlog Junction."

And when he saw that it was, he let off an exuberant blast with the whistle and shook Stony's hand.

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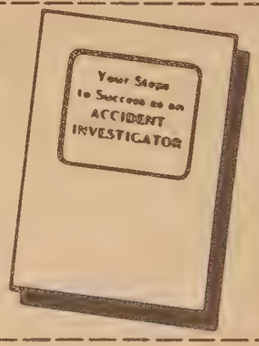

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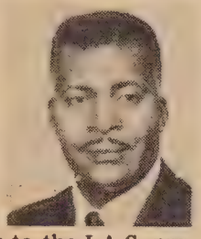

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"Couple of telegrams for you, Stony," the operator said.

"Who from?" Stony asked,

"This one is from Mr. Melcher, your super. It says you are fired for running over the cutoff without authority."

Stony took it bravely. What the hell did he care? They couldn't undo what he had done tonight.

"Who's the other telegram from?" he asked with dull curiosity.

"The general manager," replied the operator, grinning from ear to ear. "It says to line up four or five work trains. Get ready to put the Sawlog Cutoff in shape for main-line traffic." ●

Railfan Club Publications

The Best Friend (named for famous pioneer loco), monthly, Charleston chapter of NRHS; Box 2452, Charleston, S.C. 29403; $2 year; editor, M. Walters, mimeographed, 5 pages.

Bulletin, Harrisburg, Pa., Chapter of NRHS; Ronald Chandler, editor; 214 E. Orange St., Shippensburg, Pa. 17257; mimeographed, 2 pages.

The Call Board, Mohawk and Hudson Chapter of NRHS; J. D. Thompson, editor; 2512 McGovern Dr., Schenectady, N.Y. 12309; mimeo., 10 pages.

Chesapeake & Ohio Historical Newsletter; Thomas W. Dixon, editor, Alderson, W. Va. 24910; $3 year; mimeographed, 8 pages.

The Cinder Snapper, monthly, Augusta, Ga. 30903; A. M. Langley, Jr., editor; printed, 6 pages, illustrated.

Cinders from the Smokestack, Heart of Dixie Railroad Club, P.O. Box 896, Birmingham, Ala.; Bill Hudson, editor; 20¢ copy, $2 year, printed, 8 pages; circulation manager is Mrs. Joyce Singleton, 5617 6th Court So., Birmingham 35212.

The Dispatcher, monthly, Harlem Valley Railroad Club of Chatham, N.Y.; Chas. F. Klimek, editor; editorial office, RD 1, Ghent, N.Y. 12075; mimeographed, 5 pages.

The Dust Collector, Texas Transportation Museum, P.O. Box 6495, San Antonio, Texas 78209; David M. Wallace, editor; mimeographed, 4 pages.

Extra 2200 South (The Locomotive Newsmagazine), Don Dover, editor; 10890 Lemarie Dr., Cincinnati, Ohio, 45241; published nine times a year, $6 for 12 issues, printed, 26 pages, illustrated; present-day operation.

The Ferroequinologist, monthly, Central Coast Railway Club, P.O. Box 8407, San Jose, Calif. 95125; $2 year; Don Douglas, ed.; printed, 4 pages.

The "470", monthly newsletter of 470 Railroad Club, Portland Div., Railroad Enthusiasts, P.O. Box 641, Portland, Maine 04104; Dwight A. Smith, editor; printed, 14 pages.

The Green Block, Central N.Y. Chapter of NRHS, Marcellus, N.Y. 13108; mimeographed, 7 pages.

Gulf Coast Railroading, monthly, Gulf Coast Chapter of NRHS, P.O. Box 9015, Houston, Texas 77011; Geo. C. Werner, editor; mimeo., 5 pages.

Headlight & Markers, Cincinnati Railroad Club, Room M-5-C, Union Terminal, 1301 Western Ave., Cincinnati, Ohio, 45203; Jim Edmonston, editor; printed, 15 pages.

Headlights: The Magazine of Electric Railways, Electric Railroaders Assn., P.O. Box 80, Church St. Station, New York, N.Y. 10008; Philip G. Craig, editor; $6 year; printed, 8 pages, illust.

Hoosier Rail News, monthly, Indianapolis Chapter of NRHS, RR 1, Box 241, Noblesville, Ind. 46060; John G. Williams, Jr., editor; printed, 4 pages, illustrations.

The Hostler, Hawk Mt. Chapter of NRHS, Kempton, Pa.; Chas. W. Bealer, editor, 1332 North Ulster St., Allentown, Pa. 18103; mimeo., 2 pages.

Intermountain News, monthly, Intermountain Chapter of NRHS, P.O. Box 5181, Denver, Colo. 80217; Hal Wagner, Jr., editor; printed, 2 pages.

Iron Horse News, published intermittently by Colorado Railway Museum, Box 641, Golden, Colo. Robt. W. Richardson, editor; printed, 2 pages. To subscribe send Bob 6 stamped self-addressed long envelopes.

Island Pond Historical Society, Inc. Newsletter, Island Pond, Vt. 05846; J. Carbonneau, ed., mimeo., 2 pages.

The Jersey Commuter, Jersey Commuters Assn., 132 Prospect St., Leonia, N.J. 07605; $3 yr., mimeo., 4 pages.

The Keystone, newsletter, Pennsylvania Research and Information Assn., 515 Miranda Rd., Pittsburgh, Pa. 15241; Elmer M. Steuernagel, president; printed, 12 pages.

Lehigh Lines, Lehigh Valley Chapter of NRHS, Allentown; Randolph L. Kulp, editor, 602 St. John St., Allentown, Pa.; printed, 4 pages.

The Liliput Patron, 4 times a year, Roy Keeley, Jr.; $2 year; Rte. 1, Box 427-A, Theodore, Ala. 36582; printed, 14 pages, illustrations.

The Maritime Express, Scotian Railroad Society, P.O. Box 798, Armdale Postal Station, Halifax, Nova Scotia, Canada; $3 year includes membership; Yves R. Martel, editor; printed, 8 pages, illustrations.

Midland Rails, Colorado Midland Chapter of NRHS, 1323 Server Dr., Colorado Springs, Colo. 80910; $2 year; Dr. W. B. Crouch, president; mimeographed, 4 pages.

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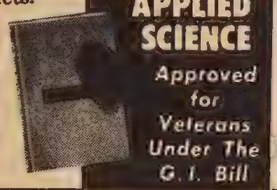

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The Mixed Train, Camerail Club, $2 yearly, Joel Boucher, editor, 3031 Fourth Ave., Council Bluffs, Iowa 51501; mimeographed, 12 pages.

The Moose Gooser, monthly, Alaska-Yukon Chapter of NRHS, P.O. Box 2248, Anchorage, Alaska 99501; $3 year, printed, 8 pages.

Newsletter, National Capital Trolley Museum, Box 5795, Bethesda, Md. 20014; mimeographed, 4 pages.

New Mexico Railroader, quarterly, Railroad Club of New Mexico, P.O. Box 4293, Albuquerque, N.M. 87106; $2 year; printed, 14 pages, illustrations.

Nickel Plate Road, Nickel Plate Road Historical and Technical Society, P.O. Box 759, Ramsay, N.J. 07446; $3 year; J. Anthony Koester, editor; printed, 20 pages. illustrations.

Ontario & Western Observer, O&W Technical and Historical Society, P.O. Box 405, Franklin Lakes, N.J. 07417; Robert Mohowski, editor; printed, 13 pages, illustrations, Box 253, Quincy, Mass. $2169.

Passenger Train Journal, quarterly, 3019 Bob-O-Link Road, Flossmoor, Ill. 60422; $1 a copy, $4 yearly; Kevin McKinney, editor; printed, 32 pages.

Pine Creek Railroad Order Board and Trainman's Gazette, New Jersey Museum of Transportation, Allaire, N.J. 07727; T. F. Gleichmann, Jr. and W. A. Morrison, editors; printed, 8 pages, illustrations.

Punchmark, monthly, American Fare Collection Assn., Melvin Roseberg, editor; 1201 S. Courthouse Rd., Arlington, Va. 22204; mimeographed, 4 pages.

The Railhead, Blackhawk Ry. Historical Society, P.O. Box 455, Aurora, Ill. 60507; David L. Briggs, president; $1 yearly; mimeographed, 8 pages; emphasis on Chicago area.

The Railroad Enthusiast, twice a year, The Railroad Enthusiasts, Frank Kyper, editor; 50¢ copy; printed, 32 pages, illustrations.

The Railroad Enthusiasts, monthly Bulletin, N.Y. Div.; W.S. Webber, editor; send membership applications to Robt. T. Crowley, 716 13th St., Union City, N.J. 07087; annual dues, $6; printed, 4 pages.

Railway & Locomotive Historical Society, N.Y. Chapter, P.O. Box 434, Grand Central Station, New York, N.Y. 10017.

Railway Gazette, Mid-Continent Ry. Historical Society, North Freedom, Wisc. 53951; Skip Lichter, president; printed, 20 pages, illustrations.

Railway Telegram, Southeastern Penna. Ry. Assn., P.O. Box 3402, Chestnut Hill, Pa. 19118; $3 year 3rd class; $4 1st class; mimeo., 8 pages.

R.L.C.'s Museum Gazette, quarterly, Box 127, Longview, Alta., Canada; Richard L. Coulton, editor; U.S. subscription, send 4 self-addressed (not stamped) envelopes plus 45¢; mimeographed, 2 pages.

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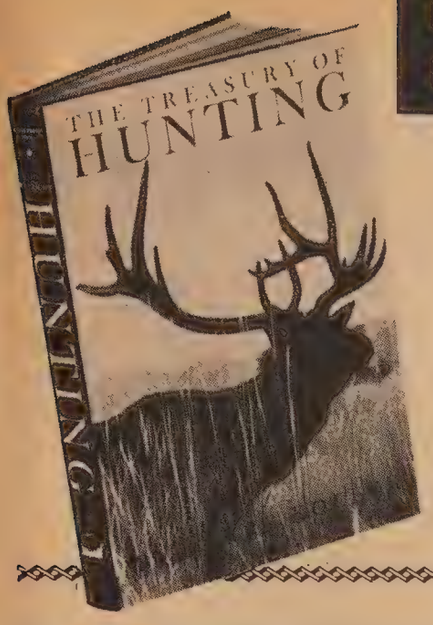

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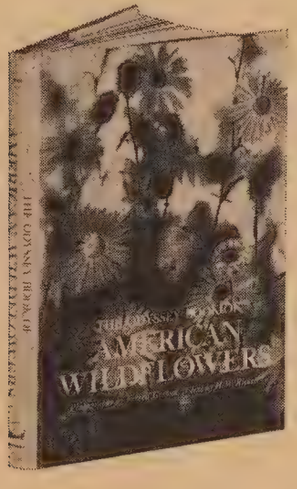

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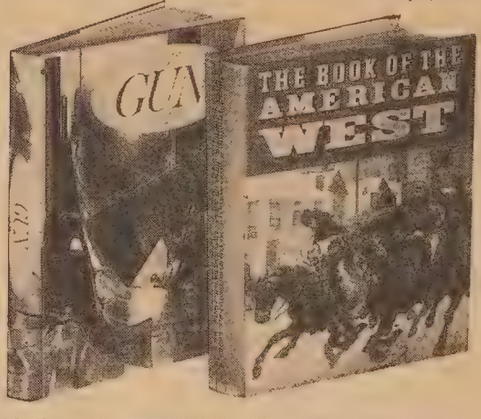

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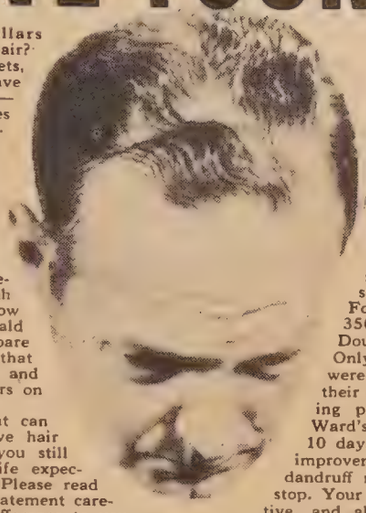

CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair—what can you do? Can you stop excessive hair loss? Can you save the hair you still have? Can you increase the life expectancy of your hair? Probably. Please read every word in the rest of this statement carefully, since it may mean the difference to you between *saving your hair* and losing the rest of it to eventual BALDNESS.

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

But, today seborrhea can be controlled—quickly and effectively—by treating your scalp with the amazing scalp medicine called Ward's Formula.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 350,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days or return unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

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☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges. (save the 76 cents by enclosing $2).
☐ SPECIAL. Send triple size for $5. You save $1.
Canadian, foreign, add 50 cents. No C.O.D.

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Rocky Mountain Rail Report, Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colo. 80201; Ed Schneider, editor; printed, 3 pages.

Shortline, Champlain Valley Chapter of NRHS; $2 year; A. C. Spaulding, 27 Kingsland Terr., Burlington, Vt.; printed, 5 pages, illustrations.

Smoke & Cinders, monthly Tennessee Valley Railroad Museum, P.O. Box 44, Chattanooga, Tenn. 37401; 25¢ a copy; $2.50 year; T. James Lockhart, editor; 1363 Orbit Drive, Hixson, Tenn. 37343; printed, 4 pages.

The Sounder, monthly, Puget Sound Ry. Historical Assn., Box 1362, Seattle, Wash. 98102; Raoul Martin, editor; printed, 6 pages, illustrations.

Southwest Railroad Historical Society Newsletter, monthly; Charles M. Mizell, Jr., editor; 6623 Santa Fe Ave., Dallas, Texas, 75214; printed, 6 pages.

Sparks & Cinders, monthly, Wisconsin Chapter of NRHS, 17775 Royalcrest Dr., Brookfield, Wisc. 53005; no July or Aug. issue; $6.50 year, incl. national dues; James P. Harper, editor; 5436 N. 20th St., Milwaukee, Wisc. 53209; printed, 10 pages.

Steam N' Steel, Gold Coast Railroad, 811 S.W. 6th St., Fort Lauderdale, Fla. 33315; Dorothy A. Laughlin, editor; printed, 2 pages.

Switchlist, Pacific Northwest Region of National lModel Railroad Assn.; John C. Shideler, editor. 20319 Meridian Ave. N., Seattle, Wash. 98133; printed, 40 pages, illustrations.

TRA Timetable, Teen Railroading Assn., 3753 Springfield Ave., Glenview, Ill. 60025; Chas. Aurand, editor; 505 Tenth Ave., Huntington, W. Va. 25701; mimeographed, 6 pages.

The Train Sheet, Tacoma Chapter of NRHS, P.O. Box 340, Tacoma, Wash. 98401; $3 year; 9508 15th Ave., N.E., Seattle, Wash. 98115; Don C. Dietrich, president; mimeographed, 6 pages.

Transit Postmark Collector, Mobile Post Office Society; Hershel E. Rankin, editor; Box 2, Paisley, Fla. 32767; $2.50 year, mimeographed, 12 pages.

Trolley Museum Reporter, Railways to Yesterday, Inc., 328 N. 28th St., Allentown, Pa. 18104; mimeo., 4 pages.

Turntable Times, Roanoke Chapter of NRHS; Dorr M. Tucker, Jr., editor; 1012 Clearfield Rd., S.W., Roanoke, Va. 24015; mimeographed, 5 pages.

Upper Canada Ry. Society Newsletter, bi-monthly, Upper Canada Ry. Society, Box 122, Terminal A, Toronto, Ont., Canada; James A. Brown, editor; printed, 23 pages, illustrations.

Voice of the Rails, monthly, Frontier Publishing Co., 6 E. Randolph St., Chicago, Ill. 60601; Jeffrey D. Clack, editor; printed, 8 pages, illustrations.

The Western Railroader, P.O. Box 668, San Mateo, Calif. 94401; $2 year. Francis A. Guido, editor-publisher; printed, 16 pages, illustrations. ●

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

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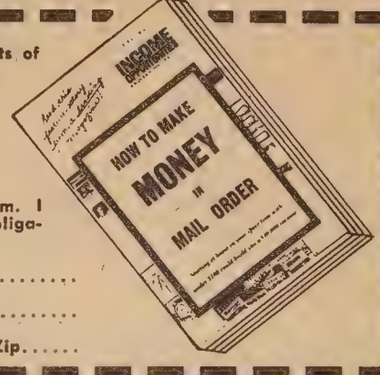

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Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

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Colorado

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COLORADO RAIL ANNUAL VOLUME ONE
$9.75 ppd.

Our COLORADO RAIL ANNUAL 1969 marked the seventh year in the series begun in 1963. Each year the Museum has published this slick paper, 8½ x 11 Annual covering different and varied topics of Colorado rail history and steam activities. Our first four issues were a modest 16 pages each; our next two, 32 pages; and our 1969 issue, 72 pages. All were profusely illustrated. Now, we have taken part of our remaining supply of these seven issues and have had them specially bound in a heavy cloth library edition, with added introduction and index. Over 200 pages, hundreds of photos.

RIO GRANDE SOUTHERN

Josie Crum's famous 430 page account of the life and times of the incredible "Galloping Goose" line, one of Colorado's most spectacular narrow-gauges. Reminiscences, stories, history, plus many, many photos. 2nd edition, $10.95 ppd. (and we include a 1919 RGS timetable reprint at no extra charge).

CROFUTT'S GUIDE

A handsome reprint of the rare 1885 "Crofutt's Grispsack Guide of Colorado"—detailed descriptions of towns and railroads, with many wood cuts, and ADDED 85 page section of rare photos of the towns and railroads described (many never printed before), plus a map pocket. 264 pages 8½ x 11. A true collector's item for every Colorado railfan's shelf, $12.00 ppd.

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Devoted entirely to the famed tunnel on the Denver, South Park & Pacific's ill-starred route to Gunnison, this book is an unusual attraction for the narrow-gauge fan. 200 pages, many photos—$12.50 ppd.

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For the further enjoyment of South Park fans, we have prepared a special packet of useful and decorative South Park mementos—maps, cloth patches, and timetable reprints from different eras—DSP&P, UPD&G and DL&G, and C&S. Nine different items at a special package price of $4.25 ppd.

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BOOKS OF THE RAILS

FLYING SCOTSMAN, by Alan Pegler, Cecil J. Allen, Trevor Bailey, 60 pages, 7x9½", hard cover, color photo on front and back, illustrated, published by Ian Allan, $3.25.

This book is particularly timely and interesting to our readers because so many of you saw the *Flying Scotsman* on her American tour last fall, because of our current front cover, because of Mike Eagleson's feature article in this issue, and because of our personality sketch of Alan Pegler as *Interesting Railfan* No. 87. Also because the second author of the book, Cecil Allen, was written up in March '66 as No. 39 in our series.

The book is richly detailed, far more so than our own two articles on the subject. Pegler tells in his own words how he acquired the *Scotsman*. He recounts the thrills, problems, and frustrations involved in preserving and servicing her in the Diesel Age. Allen supplies a history of the loco and her greatest runs. Trevor Bailey, closely associated with the *Scotsman*, recalls some colorful stories about her. All in all, it's a beautiful and fascinating volume. Its photographic illustrations are numerous, dramatic, and of high caliber. We suspect that *Flying Scotsman* will record a larger sale on this side of the Atlantic than any other British book we have ever reviewed.

TRAIN WRECK! by Wesley S. Griswold, hard cover, 150 pages, 8½x5½", illustrated, Stephen Greene Press, $5.95.

A lively description of 19 famous American train wrecks from 1833 to 1958. Included is the Camden & Amboy derailment which almost killed John Quincy Adams and Commodore Vanderbilt, and three wrecks of 1943 which occured within a week of each other, arousing widespread suspicion of sabotage. Other smashups dealt with had a national effect; many led to better safety standards. The author tells his story well, skillfully using old newspaper accounts and quoting from eyewitnesses. Each chapter is dramatic.

LOUISVILLE & NASHVILLE STEAM LOCOMOTIVES, revised 1968 edition, by Richard E. Prince, hard cover, illustrations, blueprints, 228 pages, 11x8¼", index, published by Richard E. Prince, $12.50.

Expanded greatly from the original 1959 edition, which was very popular, this book gives complete L&N roster data and over 100 pages of photographs, some quite good. We predict a heavy sale.

ATLANTA AND THE OLD SOUTH: *Paintings & Drawings by Wilbur G. Kurtz*, introduction by Annie Pye Kurtz, biography by Charlotte Hale Smith, 66 pages, 8½x11", supercoated stock, American Lithograph Co., Atlanta, Ga. 30313, $2.98 soft cover, $5.98 hard cover.

Besides being a distinguished artist specializing in railroad subjects, the Civil War, and lore of the Old South and famous as the technical director for the film *Gone With the Wind*, the late Wilbur Kurtz was well known to railfans. His father-in-law was the conductor of the Confederate train which pursued and overtook the Andrews raiders in 1862, causing them to abandon the woodburning *General*. Kurtz was the top authority on details of that raid. He collaborated with Freeman Hubbard in writing the account of it which appears in the latter's book, *Railroad Avenue*, that chapter being called "The Other Side of Jordan." *Atlanta and the Old South* is a gallery of superb watercolors, many in full color, also pen-and-ink sketches—dealing with such subjects as oldtime engines, horsecars, covered bridges, and ante-bellum mansions.

RAILS TO THE BLUE RIDGE, by H.H. Harwood, Jr., 2nd ed., soft cover, illustrated, with index, 114 pages, 9x6", Pioneer America Society, Falls Church, Va., $4.50.

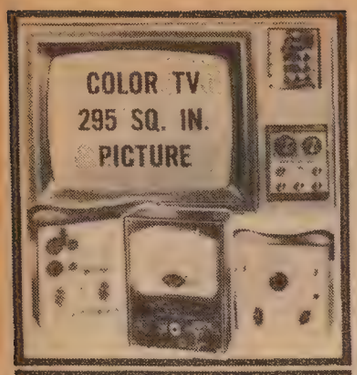
This is a history of a particularly flavorful road, the Washington & Old Dominion, known as the "Virginia Creeper." It had all of 47 miles, but before its demise it managed to attract a following which, as Harwood says, caused the "biggest and hottest abandonment case ever heard by the ICC." The book is written in an informal, congenial style, with dozens of photos. The binding could be better, but few people read bindings.

ALL ABOARD! *A History of Railroads in Michigan*, by Willis F. Dunbar, hard cover, illustrations, maps, index, 308 pages, 9x6", Wm. B. Eerdmans, $7.95.

A well-documented and thorough research job, the first comprehensive one yet published on the subject. Dunbar traces the effects of railroads on the state and its people right up to the present. The style is sometimes dry; Dunbar likes using large, complicated words, but the book is quite readable. The maps, prints, and photos are both numerous and well chosen.

THE NEW HAVEN RAILROAD *Its Rise and Fall*, by John L. Weller, hard cover, illustrated, with maps and index, 248 pages, 9x5¾", Hastings House, $8.95.

A detailed history of the road from its founding in 1844 to the recent merger with Penn Central, the book devotes much space to financial wheeling-and-dealing of 19th century railroad barons such as Hill, Morgan, Gould, Harriman, etc. Less interesting are the many legal battles. Readers looking for



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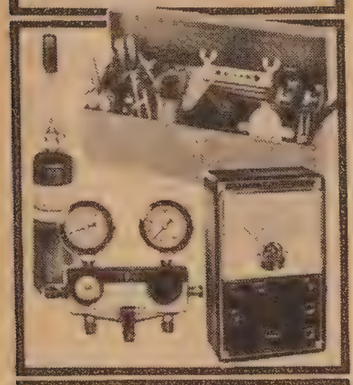

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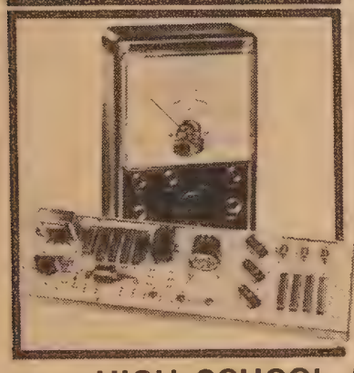

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descriptions of operation and equipment will be disappointed.

RAIL ROUTES SOUTH, *Louisville's Fight for the Southern Market, 1865-'72*, by Leonard P. Curry, hard cover, index, tables, 150 pages, 8½x5½", University of Kentucky Press, $5.95.

A scholarly account of the city's growth and the role played by the L&N and other railroads. Written by a professor of history at the University of Louisville, this book is free of the turgid English of some scholarly works.

THE TOY COLLECTOR, by Louis H. Hertz, hard cover, illustrated, index, 304 pages, 9x6", Funk & Wagnalls, $9.95.

Nicely illustrated, with many plates in color, this is an excellent guide to the hobby, especially railroad toys and models.

N SCALE MODEL RAILROAD TRACK PLANS, edited by Russ Larson, soft cover, diagrams, 43 pages, 11¼x8¼", Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wisc. $2.

Sixty-five track plans for model railroaders in search of layouts.

Coming Events

Feb. 7-11: Panama Limited, Chicago to New Orleans for Mardi Gras. Trip includes Mississippi paddle-wheel steamer cruise, chartered streetcar ride in New Orleans. Roomettes per person, $225; bedrooms, $235. Sponsored by Michigan Railroad Club. Trip chairman is Walter Weible, 9910 Brace, apt. 206, Detroit 48228; $10 deposit required.

Feb. 14: Barrie Winter Carnival steam excursion Toronto to Barrie, Ont. CN 4-8-4 No. 6218 lvs. Toronto 9 a.m. returns 6:15 p.m. $7., incl. carnival admission. Sponsored by Toronto Train Trip Assn., Box 594, Terminal A, Toronto 116, Ont., Canada.

Feb. 21: Annaul snow train trip over B&W Conway branch, Boston to North Conway, N.H., with stop at Dover, Round trip from Boston, $12; from Dover, $9. Sponsored by New England Div., RR, Enthusiasts. Contact Rolie Blodgett, P.O. Box 244, Malden, Mass.

Feb. 21-22: East Broad Top's Winter Spectacular, Orbisonia, Pa. Trip on 1912 Baldwin No. 14, 60-ton 3 ft.-gager to Colgate Grove plus 5-mile run on gas-elec. combine, M-1. Contact S.G. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Feb. 21-22, 28-Mar. 1: Snowflake Special on the Santa Fe, mainline to Williams, Ariz., return via Skull Valley route. Banquet and overnite accom. Train includes coaches, dome-buffet-lounge, bag. car. Sponsored by Pacific Railroad Soc., P.O. Box 5279, Los Angeles, Calif. 90055.

Additional Roster Data

More info. for our Ohio Shortlines rosters (Nov. '69) comes from Adolph Coors Co. and George R. Silcott. Note *55* should read: Cin. UT 36 sold to Silcott, then A. Coors Co., renumbered 997. Note 23 should read: Cinn. UT 22-24 were sold to Silcott. Cinn. UT 22 is now for sale. Note 40 should read: P&LE 5353-5357 were originally P&LE 8353-8357, then P&LE 5353-5357. P&LE 8354 was sold to Silcott, then to Truax Traer Coal Co. Note 42 should read: P&LE 9731-9767 were originally P&LE 8541, 8548, 8633-8667, then P&LE 9731-9767. P&LE 8638 was sold to Silcott, then to Sabine River & Northern, renumbered 8638 (1966). P&LE 8655 was sold to Silcott, then to Genesee & Wyoming, renumbered 36. P&LE 8649-8650, 8654, 8664 were sold to Silcott, then to the South Buffalo. P&LE 8647 was sold to Silcott, then to Monongahela Connecting, renumbered 138. P&LE 8667 was sold to Armco Steel Co.

Additional data for our Reading Co. roster comes from Magma Copper Co. Note 16 should read: 504, 520-521 were sold to Silcott, then to R.B. Hornberger Co., then to the San Manuel Arizona, renumbered 8-10.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $3.50 or more. All postpaid.

New York State residents must enclose 3 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax. To avoid delay, send separate checks for books and magazine subscriptions.

The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
FLYING SCOTSMAN, Pegler, Allen, Bailey	$ 3.25	($ 3.10)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
RIO GRANDE CAR PLANS, Robt. J. Wayner	$ 5.95	($ 5.65)
STEAM PIKES, TURNPIKES, Stowe	$ 2.50	($ 2.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
WESTWARD TO PROMONTORY, Barry B. Combs	$10.75	($10.20)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.70)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
NORTHERN PACIFIC, by Chas. Wood	$13.95	($13.25)
DESTINATION TOPOLOBAMPO, Kerr and Donovan	$ 7.95	($ 7.55)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
PICTORIAL ENCYCLOPEDIA OF RYS.	$10.00	($ 9.50)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.70)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
THE LUCIUS BEEBE READER	$ 7.95	($ 7.55)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
ALASKA RAILROAD, by Edwin Fitch	$ 7.95	($ 7.55)
BOSTON & ALBANY (politics, economics), Salsbury	$10.00	($ 9.50)
MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.70)
NYC EARLY STEAM POWER, by Staufer	$15.00	($14.25)
MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
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RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
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STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
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THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
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RAILROADS IN MICHIGAN, W. F. Dunbar	$ 7.95	($ 7.55)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)
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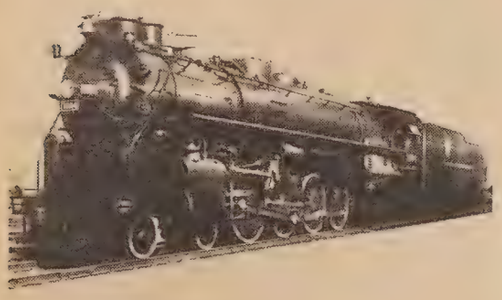

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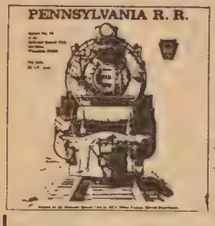

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Most issues of 1966, '67, '68, and to date are still available. By mail, 50¢ each, 12 for $5. For current list, send 6¢ stamped, self-addressed envelope to RAILROAD MAGAZINE 205 East 42nd St., New York 10017

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JESS ADAMS, Box 2248, Anchorage, Alaska 99501, sells chrome- or brass-plated Alaska RR. spikes.

DICK ALLIGER, 35 Sumner Rd., Strathmere, N.J. 08248. buys railroadiana, esp. PRR keystone.

C.L. ANDREWS, 4231 SW 38th St., Hollywood, Fla. 33023, sells pix eastern Pa. rrs., SCL, FEC steam, diesels, stations, cars, trolleys, 1870 to date. (SSE)

C. ARMBRUSTER, 3429 Minnesota Ave., St. Louis, Mo. 63118, will buy Sidebothan-made EMD F3 book-ends.

C. BALLARD, Box 3, Poestenkill, N.Y. 12140, buys orig. or dupl. 35mm color slides NYCTA Q cars, NYC elecs.

H.W. BLAKE, 237 Campbell St., Winnipeg 9, Man., Canada, buys pix Winnipeg Elec. 501-521 double-truck cars conv. to trailers.

S.E. BLAND, 1125 Monitor Dr., Reno, Nev. 89502, buys info. and pix on Pacific Lbr. Co. and Hammond Lbr. Co.

H.F. BOONE, 5855 S. Pennsylvania Ave., Oklahoma City, Okla. 73119, buys Baldwin, Lima, Climax, Shay, Heisler catalogs and bldrs. plates.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC or Fla. trolleyana. Sells pix from FEC 8x10 off. negs.

BOB BRIODY, 66 St. Pauls Pl., Brooklyn, N.Y. 11226, will sell 475 rr. slides, mostly diesel.

GERRY BURRIDGE, Box 152, Pt. Claire, Dorval 700, Que., Canada, buys negs. of psgr. equip., action shots of name trains and Canadian short-line diesels.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells size 3½x5 pix of CN steam and diesels; list 10¢.

GENE CAMPHANY, 4873 Cleveland St., Gary, Ind. 46408, will buy builders plates, erection drawings, bldrs. pix, whistle from NYC J-1d 4-6-4, esp. 5295.

P.R. CARTER, Rte. 5, Box 2, Mobile, Ala. 36608, buys rr. postcards, sildes, folders and pix. Info. wanted on CRI&P wreck near Straton, Colo., in 1928.

JIM CHAMBERS, 126 Forest St., Reading, Mass. 01867, will sell telegraph key and sounder marked BRB & LRR, in good cond. (SSE)

H.E. CHELF, 5004 N. Knoxville Ave., Peoria, Ill. 61614, sells rr. books.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys or trades orig. Alco, Baldwin, Lima, Climax, Heisler bldrs. steam loco pix and catalogs.

MYRON CLOUSER, Jr., 4624 N. Hamlin Ave., Chicago, Ill. 60625, trades sizes 135, 127, 126 slides of rrs., rapid transit. Buys rr. marker lamps.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, sells CN number and bldrs. plates, other railroadiana. (SSE)

DICK CRANDALL, Concord Rd., Springville, N.Y. 14141, sells reprints of PRR 1885 tts.

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ED CUMMINGS, 32931 Southgate Dr., Livonia, Mich. 48152, buys pix logging locos and equip., esp. skidders. Sells early PM annual reports.

M. DEGUR, 240 Lansdowne Ave., Toronto 145, Ont., Canada, wants UP 1969 wall calendar.

CARL DENTREMONT, 62 Birch St., East Millinocket, Me. 04430, buys 11-12/47; 3/51; 7/52; 6/57; 4/61; 7/55 Trains mag.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, sells or buys EL color slides.

RAY DESCHENES, 903 Mohawk Rd., E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 30¢. Buys or sells CN, CP, TH&B steam negs.

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, asks who has Geo. M. Sittig's steam collec. Buys pix Z&W, T&OC, K&M, early NYC steam.

HOWARD DURFY, 3055 NW 61, Seattle, Wash. 98107, sells or trades back issues Railroad magazine. Sells back issues Mdl. RRer, MRC. (SSE)

LAWSON EVANS, 22 Montgomery Ave., Shippensburg, Pa. 17257, will sell Railroad Magazine: 2/34, 3/36, 5/38, 1/42, 7 issues from '54, 3/53, 1/44, 1/49.

WALLY EWALTT, 10831 Sun City, Ariz. 85351, trades switch keys. (SSE)

HOWARD FERGUSON, 99 W. Yarmouth Rd., Yarmouth Port, Mass. 02675, buys or trades pix, 35mm color slides of covered rr. bridges.

JACK FESCO (retired SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif 90039, will sell ICS loco, tender defect, and lubrication chart, SP pix. (SSE)

GEO. FIZER, Box 3128, Deer Park, Md. 21550, buys pix WM Shays, 2-8-0 No. 725.

S.K. FORD, Box 425, Housatonic, Mass. 01236, sells or trades rr. uniform buttons, esp. DSP&P, and Howard Fogg Alco diesel paintings.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, buys PC train registers and dispr. sheets from his area.

DICK FREED, 533 31 St. N.W., Canton, Ohio 44709, buys Erie, DL&W, and EL tts.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells or trades negs. and slides UP, D&RGW, CB&Q, CRI&P, WP, GN, NP, SP&S, MP, AT&SF.

JOHN GLOEKLER, 5522 Crestmont, Livermore, Calif. 94550, sells printed railroadiana; list 20¢.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked rr. dining-car items; list free.

CHAS. GOOLSBY, 1290 Everett, Louisville, Ky. 40204, buys pix ACL, SAL, SCL, SE shortlines, SE psgr. trs., cars; also buys old RR. Equip. Registers.

MERLE GRAVES, 2216 Boswell Ct., Topeka, Kan. 66611, trades size 616 steam pix CRI&P, UP for steam or depot pix.

FRANK GUERNSEYM, 12546 NE Knott St., Portland, Ore. 97230, sells size 620 color, b&w negs. diesels of SP, NP, UP, GN, SP&S.

WES HAMMOND, 41654 Meiggs St., Fremont, Calif. 94538, sells 35mm color slides Calif. shortlines locos, cabooses. (SSE)

SCOTT HARTLEY, Battle St., Somers, Conn. 06071, will sell 2¼ sq. (size 120) orig. Ektachrome transparencies of Flying Scotsman for $1. each.

JIM HAUGH, 3650 Mt. Vernon Rd., Sebastopol, Calif. 95472, buys pix of Flying Scotsman on '69 tour.

JIM JEFFERY, 1216 Garth Dr., Kent., Ohio will sell 3 shares of Steam Tours, Inc., owners of RDG 2102.

DON JILSON, Box 12, Lowman, N.Y. 14861, will buy pix of DL&W caboose 738.

R.H. JOHNSON, Box 160, Wakefield, Kan. 67487, sells rr. emblem watch fobs or trades for railroadiana.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, will buy 12/29, '37 to date Railroad Magazine.

PHIL JORDAN, Box 172, E. Arlington, Vt. 05252, wants info. from ex RUT emp. on wrecks, floods, special trains, etc.

ED KANAK, 2400 Orchard, New Brighton, Minn. 55112, trades for CP, CN slides in old paint, esp. Alcos, FM's and first-generation diesels.

JOHN KEAVY, Box 214, Fall River, Mass. 02724, will sell 4 sets of 8 colored rr. plaques. (SSE)

C.J. KELLER, 62 Wesmur Rd., Malden, Mass. 02148, will buy 9/30 Railroad Magazine, Chase's "Maine RRs," Hungerfords "R.W.&O."

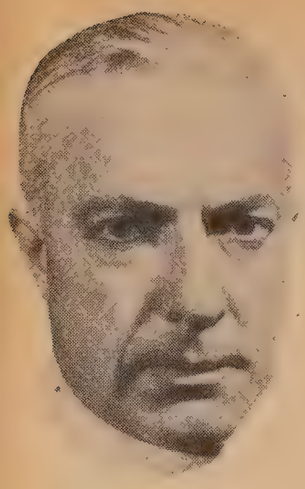
R. KING, 3566 February Dr., Cincinnati, Ohio 45239, sells back issues Railroad Magazine 1930-'50, fair to good cond.

JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa. 18255, buys LV emp. tts. 1900-'10, '30-'40.

GERALD KOSCINSKI, 2514 Sunset Dr., Beloit, Wis. 53511, buys back issues Midwest RRer, R&LHS Bulls. 54 and 116, 35mm slides pre-'66 DSS&A, MSP&SSM.

JOHN KOVAL, 1219 Tilghman St., Allentown, Pa. 18102, will sell Crofutt's "New Overland Tourist" (1879) and prospectus with map of Mineral Point RR 1857.

ROGER KRUEGER, 95 Standford Hts., San Francisco, Calif. 94127, sells SP steam negatives and western railroadiana. (SSE)



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

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The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

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Note To Doctors

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"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L.H.M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3403A
21 West 44th Street, New York, N.Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results, or you GUARANTEE prompt and full refund on return of unused portion.

☐ Enclosed find $10 (check, cash, money order). Send postpaid.

☐ Send C.O.D. **Enclosed is $1 deposit.** I will pay postman $9 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.
Canada, Foreign, APO, FPO, add $1 -- No C.O.D.

Name _____

Address _____

City _____ State _____ Zip _____

RUSH THIS NO-RISK COUPON TODAY!

HARLAN LANE, Rte. 2, Box 309, Bravely Rd., Kingsport, Tenn. 37660, will buy "Rails Through Dixie," "The VGN Ry.," "Mixed Train Daily."

CHAS. LARRABEE, 3404 Stardust Ct. NE, Albuquerque, N.M. 87710, buys pix AT&SF depot at Ft. Madison, Iowa.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells NYC, PRR calendars, other railroadiana. (SSE)

JIM LYNCH, Jr., 4127 Taylor Ave., Drexel Hill, Pa. 19026, buys pre-1940 PRR emp. tts. Buys 35mm color slides, pix, PRR towers, block stations.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, sells RDG tts., emp. tts. 1932 to present. Will buy RDG mags. 1932-'41. (SSE)

BOB MASON, 505 W. 30th St., Holland, Mich. 49423, sells trolley pix and data from Tampa, St. Petersburg, western Mich, IRC. Each list 12¢.

DOUG McLEAN, 887 Eloise Dr., Cleveland Heights, Ohio 44112, buys pix, esp. color, of SF Muni PCC's; Geneva car house and yard area.

R.E. McMURDO, 755 Main St., Waltham, Mass. 02154, sells color pix and negs. MTC, Omaha, San Diego, SN, Sioux City, SLPS, DCT trolleys. (SSE)

GEO. MELVIN, 19 Capitol St., Augusta, Me. 04330, sells tts., mags., negs., pix, etc. List free.

OLIVER MILLER, 5601 Penn Ave., Pittsburgh, Pa. 15206, buys pix, negs., historical matl. on Altoona & Logan Valley trolley line.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, sells U.S. and foreign trolley postcards; no list.

WM. MOLL, 29 Montrose Ave., Summit, N.J. 07901, buys Texas Elec. RPO cancels., emp. tts., color slides, etc.

CARL MUNCK, Rte. 4, Box 602-A, Blytheville, Ark. 72315, sells sizes 116 to 8x10 pix steam, diesel of B&M, D&H, Erie, LV, N&W, NP, SP. (SSE)

C.L. NELSON, 821 W. Idaho Ave., St. Paul, Minn. 55117, buys color pix and slides NYNH&H non-stainless steel streamlined coaches; also ACL, SAL rebuilt coaches.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana; list 50¢.

HARRY NICHOLLS, Box 166, Ehrenberg, Ariz. 85334, trades or sells rulebks., switch keys, tokens. Will sell "Amer. Loco Hdbk." (1917) "Baldwin Loco Data Bk." ('39).

MARVIN NIELSEN, 1409 Augusta St., Rice Lake, Wis. 54868, sells orig. 35mm color slides of Midwest diesels, equip.; list 25¢

Mrs. LOUISE PATYS, Box L32, New Bedford, Mass. 02745, buys pix, info., books on contemporary SP operation.

J. PAUFF, 422 Meadows Dr., Glendale, Calif, 91202, buys UP pre- 1923 tie-date nails, bridge and maint, of way keys.

N.J. PERRIN, 4523 Arabia Ave., Baltimore, Md. 21214, sells PRR, B&O steam negs., E1-5 booklets, 1941-'56 BTC tts., transfers. (SSE)

L. PINKERTON, 10 Keith-Jeffries, Cranford, N.J. 07016, sells 35mm slides PC, PRR, CNJ and NKP 759. List and sample 25¢.

FELIX POLECK, Box 148, Braddock, Pa. 15104, buys NYC, PRR vest pocket plastic calendars; also NYC wall calendars 1921-'32.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys steam and trolley tts., cap badges; CERA Bulls.

JIM REID, 4584 Brentlawn Dr., N. Burnaby, B.C., Canada, buys 35mm slides of CN FP9's, NYC, PRR, WAB, CMSP&P, IC, B&O, MP, MKT, MP, CRI&P, C&NW, SOO, C&EI E and F units.

RUSS REVEAL, 1222 Eastlawn Rd. SE, Grand Rapids, Mich. 49506, will sell brass EBT sw. key.

TONY REZNAK Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, sells D&H postcards wholesale. (SSE)

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, and hand lanterns; globes, bell, headlights, whistles, locks and keys.

PETE RICKERSHAUSER, Box 1388, Franklin & Marshall College, Lancaster, Pa. 17604, buys PC rulebks., emp. tts., anything on conestoga Traction. Trades PC tts. for other rrs.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, will buy PRR class E or G bldrs. plate.

JOE SAITTA, 2160 Washington St., Merrick, N.Y. 11566, buys, sells or trades orig. 35mm Kodachrome slides foreign elec. lines. (SSE)

SCOTT SCHIECHL, 3915 Mission, San Francisco, Calif. 94112, buys pix, color pix psgr. cars, esp. B&O, C&O, D&H, EL, GM&O, L&N, N&W, PC, SP&S.

F.A. SCHMIDT, 138 Waugh St., San Antonio, Tex. 78223, buys info. and pix of Arkansas Harbor Term. RR and Artesian Belt.

JIM SEACREST, 2101 Birchwood, North Platte, Neb. 69101, buys or trades CB&Q power offline in pools, CB&Q mainline psgr. cars, esp. in NP or GN paint schemes.

J.M. SEIDL, 1811 17 Ave., Menominee, Mich. 49858, sells on approval orig. slides of WM, LV, RDG, SCL, PRR, C&NW, C&IM, SOO and CP H24-66s.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa 50707, buys rr. pencils, pix, postcards, buttons, books, etc.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells NYNH&H, NYC, B&M, B&A, PRR tts.; trolley booklets, Off. Guides 1959-'69, and rulebks. Lists 25¢ ea.

BOB SHARPE, 14 Wicks Blvd., Corning N.Y. 14830, will buy step-box.

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells D&H in Penna. slide sets and postcards. (SSE)

DARRELL SHERROD, Box 561, Kokomo, Ind. 46901, will buy 5/10/62 and 12/65 Trains mag.

AL SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, sells negs. of stored steam, or trades for steam in Penna. negs.; also lanterns, markers, name train brochures, drumhead signs.

SHERM SHOOK, 160 Andover St., Wilkes Barre, Pa. 18702, will send inter Railroad Spectacular newsletter free on request.

BARRY SLEATH, Whyteways, Broadway, N. Road, Alfriston, East Sussex, England, trades 35mm color slides BR steam or European trolleys.

BOB SMITH, 134 Columbus St., Kent, Ohio 44240, buys color pix, negs., slides and movies of W&LE, incl. fantrip 6/19/49.

H.B. SMITH, Box 452, Birmingham, Mich. 48102, buys used amateur and commercial rail movies.

BURRELL SPIETH, 509 E. 7th St., Centralia, Ill. 62801, sells diesel bldrs. plates, train markers, sw. lanterns. Sells or trades train orders. (SSE)

ED SPODOBALSKI, 1538 E. Ohio St., Pittsburgh, Pa. 15212, buys 1920-'30 PRR emp. tts. Sells PC emp. tts.

JOHN STADELMANN, 88-16 213th St., Queens Village, N.Y. 11427, trades or sells emp. tts. (SSE)

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, buys or trades PRR, PC trainmen's uniform buttons, lapel pins and cap badges.

KENT STEPHENS, 7 Jean Lane, Chico, Calif. 95926, sells 3½x3½ pix McCloud River diesels.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, buys rr. kerosene lanterns in good cond. Sells rr. playing cards.

D. STUART, 13 Fairview Ave., Cheltenham 3192, Victoria, Australia, will trade B&O Mt. Clare bldrs. plate for Alco Richmond, Cooke, Pgh. or Manchester plate. Will buy L&N South Louisville plates.

WALLY SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, trades GN, NP, CBSP&P size 616 steam negs. for AT&SF steam and PE traction negs.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio. 44107, buys or trades for 3x5 pix, new CTA, NYCTA, PTC rapid transit cars.

DICK THOMPSON, 417 E. Byrd Blvd., Universal City, Tex. 78148, buys sw. keys, rr. stocks and bonds, emp. tts., rulebks, and rr dining-car silverware.

JOE TOTH Jr., 3000 W. Irving Blvd., Irving, Tex. 75060, will trade Chapman's "Ralph on the Overland Express" for others in the "Ralph" series.

JOHN TROUT Jr., 2215 W. 78, Prairie Village, Kan. 66208, will sell a lot of 435 rr. passes 1903-'40.

DORR TUCKER, 1012 Clearfield Rd. S.W., Roanoke, Va. 24015, sells menus from GM specials operated May 1 to White Sulphur Springs.

JOHN WALTERS, 1586 Beverly St., Hammond, Ind. 46324, will buy PC Northern and Southern region tts.

OTTO WEISS, 32-52 34th St., Long Island City, N.Y. 11106, sells 1910 pix NYW&B.

BILL WOOTTON, 3536 Garnet, Torrance, Calif. 90503, buys pix LARy, LATL cars in Pico & Ga. area; info. and pix TARS Yonkers 1950-2.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs. on approval. Buys neg. collections.

DICK YAREMKO, 10516 81st Ave., Edmonton 60, Alta., Canada, trades slides of CN, CP, NAR for GN, NP, SP&S, UP, CMSP&P.

BILL ZIKIAS Jr., 76 Connecticut Ave., Greenwich, Conn. 06830, sells emp. tts., tts., Railroad Magazine, Trains, emp. mags., badges, buttons, etc. List 25¢.

STEVE BRAYTON, 33 Highgate St., Allston, Mass. 02100, will sell 35mm slides of East European and Soviet rrs. and trolleys. Sample and list, 40¢. (SSE)

BOB GREENAWALT, 3643 North Rosemead Blvd., Rosemead, Calif. 91770, will swap pre-1900 passes for old rr. stock certs.

JOHN HEDGE, 304 N. Glover Drive, Longview, Texas 75601, will trade MC&SA 1897 spikes for switch keys and locks. Will swap 1915 Texas rr. tickets for rr. items or 50¢ each.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, will sell 5x7 steam, diesel photos (B&O, PRR), also trolleys. List, 10¢.

MAC KENNICKELL, Box 8226, Henrico, Va. 23226, buys, swaps, or sells anything Pullman, also rr. unif. buttons; free list.

THOMAS MULLAHEY, 933 Centre St., Mahanoy City, Pa. 17948, buys or trades Indian relics for switch keys, locks, rulebooks, public and employe timetables, train orders.

J.E. MURPHY, 733 Beaverbrook, Baltimore, Md., 21212, will sell back issues of HO Monthly, HO Model Trains, Trains, Pop. Photography, Modern Photography. (SSE)

PATRICK PURCELL, 4 Bayard Rd., Pittsburgh, Pa. 15213, will sell tts. PRR, New England roads. List, 15¢.

BILL RAIA, 4828 W. Hutchinson, Chicago, Ill. 60641, sells pix of steam or diesel locos, wrecks and wreckers, many rr's. Wants info, pix and true stories of same.

L.E. SCHNEIDER, P.O. Box 178, Gresham, Oreg. 97030, wants PC tts. and emp. tts.

JOE SNOPEK, 37 Kellogg St., Granby, Mass. 01033, will buy NYNH&H diesel and electric pix or data.

GREY TUTTLE, Box 558, Myrtle Beach, S.C. 29577, will sell 2100 ft. 16-lb. rail and 16" gage F3 streamline train bodies, no trucks. (SSE)

Pen Pals Wanted

David J. Shields (19), 28 Chaucer Lane, Canterbury, Kent, England, wants to hear from steam fans everywhere.

Bradley Bakko (14), 828 N.W. 2nd Ave., Faribault, Minn. 55021.

Albert Breton, 6709 Chateaubriand, Montreal 320, P.Q., Canada.

D. Vibert, 15276 Columbia Ave., White Rock, B.C., Canada, seeks rr. pen pals anywhere, young or old.

Dave Steele (16), 1521 E. 5th St., Duluth, Minn. 55812. wants to hear from any fan, esp. MoPac men.

Dem. P. Papakolos, Komotini, Greece.

Charlie Morris, Sr., 3565 Log Cabin Drive, Macon, Ga. 31204, ill a long time would welcome cheer-up letters and cards.

Mrs. J.L. Herrick (76), Box 19, Trenton, Neb., widow, no close relatives, is lonely.

Gene Rusakiewicz (18), 1708 S. Hoyne Ave., Chicago, Ill. 60608.

Mrs. Effie Hughes (50), 2108 Lyon St., Batesville, Ark. 72501.

Linda Lepard (19), 56 Prospect St., Painesville, Ohio 44077.

Rose de las Santas (18), 291-F Sikatuna St., Cebu City, Philippines; also Neget Dagatan, same address.

Jackie Kinsella (16), 405 4th St. S.E., Mandan, N.D. 58554.

Dana Brown (15), 409 N. 11th West, Salt Lake City, Utah 84116.

Sandra Sammons (14), 708 Green St., Corbin, Ky. 40701.

Debbie Workman (15), 1422 Christine St., Ashland, Ky. 41101.

Nolan R. Birkla (42), Sulphur, Ind. 47174.

Carol Chittenden (18), 456 E. Epler Ave., Indianapolis, Ind. 46227.

Mrs. Lucille Bangert, PO Box 273, Independence, Mo. 64501 trades view and map postcards.

Loretta Chittenden (19), 2328 Shelby St., Indianapolis, Ind. 64203.

Joseph Giambrone (17), 1711 First Ave., New York, N.Y. 10028.

Mrs. Mary Jane Lovin, 524 North St., Murphysboro, Ill. 62966, is trying to locate her husband, Louie Lovin (57), who disappeared March 9, 1968, following an injury. He was Illinois Central section man, last heard from in New Orleans. They have 5 children.

Jim Green (15), Box 56, Boone Grove, Ind. 46302, a cripple since birth, is glad to get picture postcards and letters.

Walt Kelly (39), PO Box 15049, St. Louis, Mo. 63110.

Karla Jahn (21), 204 Monroe Ave., Norfolk, Neb. 68701.

Janice Reed (17), 1815 South 50 West, Bountiful, Utah 84010.

Linda Foster (17), Sunnyside St., Shrub Oak, N.Y. 10588.

Rueben Alex Molano (18), and sister, Angelina (16), 1119 Conner St., Eagle Lake, Tex. 77434.

Gail Mosley (15), 109 Putnam SW, Grand Rapids, Mich. 49507.

Josie Bowen, and sister, Alma, Rte. 3, Job, Ky. 41225.

Pfc Richard E. Bower, (21), RA67059057, U.S. Army, Terminal, New Post Security Force, HQ 4th Tran. Command, APO, San Francisco, Calif. 96243.

Denice Jones (16), Rte. 1, Murray, Iowa 50174.

Robin Smith (16), and sister, Debbie (13), Box 2, Murray, Iowa, 50174.

Sandara Paquette (14), Rte. 1, Box 61, Champion, Mich. 49814.

Lynda Nagrit (18), 1831 T. Padilla St., Cebu City, Philippines.

Betty Jane West (21), Rte. 1, Trafalgar, Ind. 46181.

Susan O'Dell, Rte. 2, Box 236-C, Sciotoville, Ohio 45662, buys scenic postcards or trade stamps for them. Write first.

Dominic Caughrean, Rte. 3, Box 263, Excelsior, Minn. 55331, wishes to contact descendants of his uncle James Buckley, born in Little Falls, N.Y. Jan. 30, 1867, and reported killed in accident about 1902.

Toby Fishman, 505 Oak, Kansas City, Mo., hospitalized with critical ailment, needs cheer-up letters and cards.

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

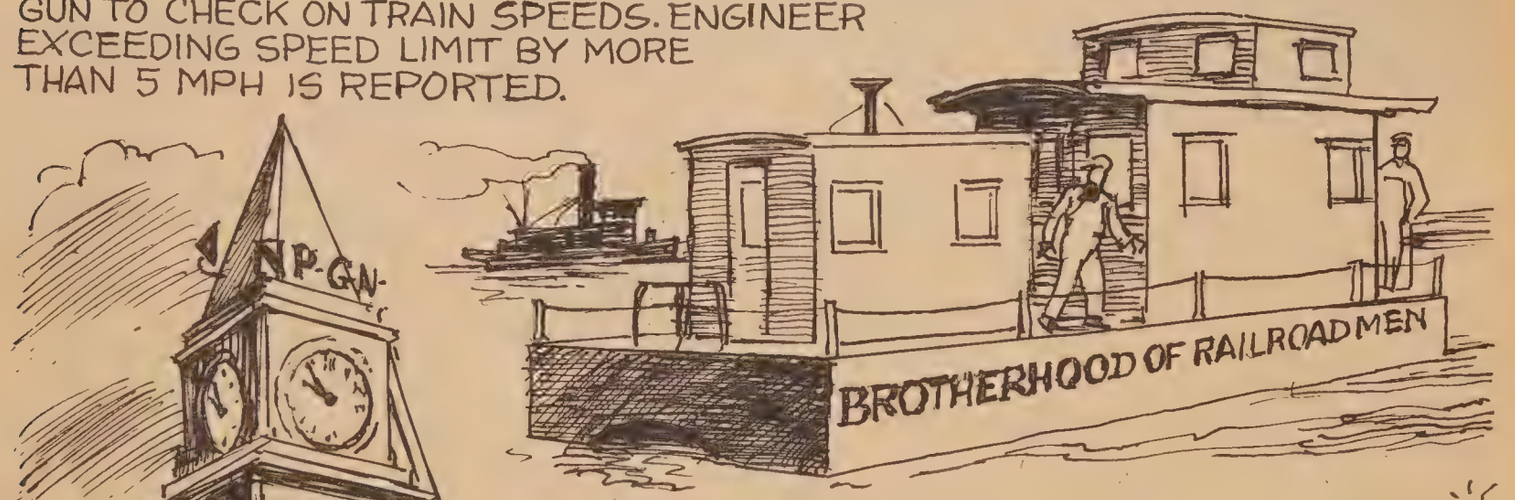
Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-C
CHICAGO, ILLINOIS 60626

ALONG THE IRON PIKE

by Joe Easley

BRITISH RAIL OFFICIALS USE RADAR GUN TO CHECK ON TRAIN SPEEDS. ENGINEER EXCEEDING SPEED LIMIT BY MORE THAN 5 MPH IS REPORTED.



OLD AND NEW TYPE CABOOSES WERE REPRESENTED IN AN ANNUAL "PARADE OF PROGRESS" AT THIEF RIVER FALLS, MINNESOTA.

KING-STREET-STATION
GREAT NORTHERN-NORTHERN PACIFIC

WESTERN END OF NORTHERN PACIFIC'S NEW MICROWAVE STATION IS KING STREET STATION, SEATTLE, WASH. HUGE CRANE PUTS LAST OF 85 TOWERS IN PLACE.

ALFRED BUNKER, 75, RETIRED CANADIAN PACIFIC HOGGER, BUILT LIVE-STEAM MODEL OF LAST ENGINE HE DROVE. SHE PULLS TWO CARS OVER 1,000 FEET OF 7½-INCH-GAGE TRACK IN PICKERING, ONTARIO.

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

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Question: **How can I find out more about the Career Institute Method?**

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No salesman will call

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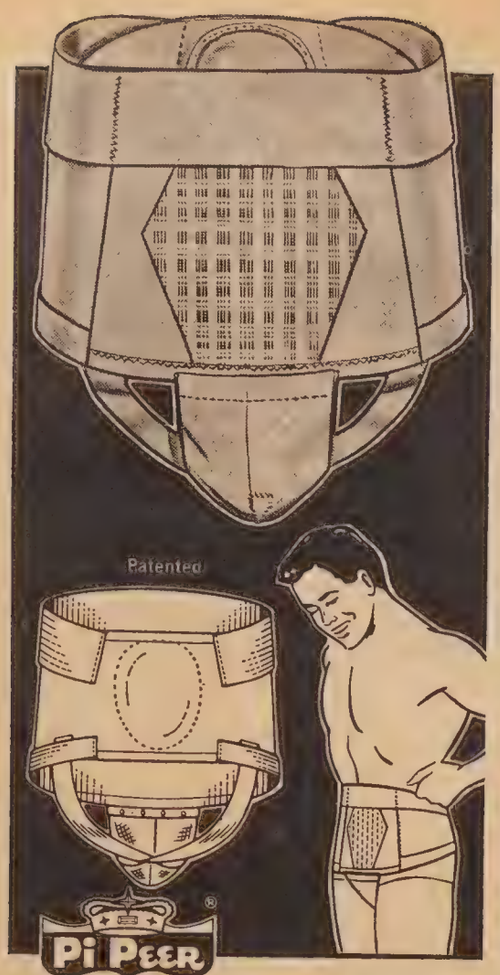

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No. 60, one of five SW1's owned by the C&BL, is shown at Johnstown, Pa.
All photos by Sy Reich, P.O. Box 2341, New York, N.Y. 10017

Shortlines of Pennsylvania

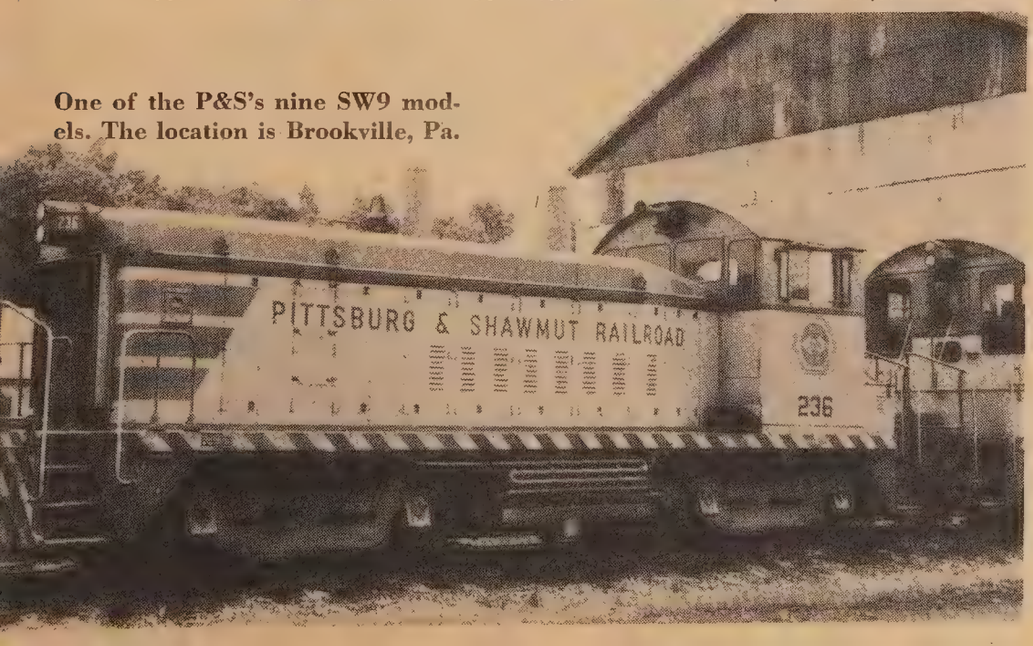
Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
			Aliquippa & Southern Railroad						
———	800-802	800	GMEMD	SW8	B-B	56,600	230,900	1953	
———	1200	1200	GM-FMD	SW9	B-B	60,375	246,000	1953	
———	1201-1203	1200	GM-EMD	SW1200	B-B	61,400	250,100	1954	
———	1204-1207	1200	GM-EMD	SW1200	B-B	60,600	244,760	1955	
———	1208-1210	1200	GM-EMD	SW1200	B-B	60,900	248,000	1956	
———	1211-1213	1200	GM-EMD	SW1200	B-B	60,700	247,150	1957	
			Bellefonte Central Railroad						
———	5323	1200	GM-EMD	SW9	B-B	74,500	248,000	1953	
———	5624	1200	GM-EMD	SW1200	B-B	74,500	248,000	1956	
			Bessemer & Lake Erie Railroad						
W1A	281	500	WH	AO-56	B-B	35,875	143,500	1936	1
W2A	282	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	2
W7A	285	800	GM-EMD	SW8	B-B	57,090	231,700	1951	3
W2B	291-292	1000	Alco-GE	S4	B-B	57,575	230,300	1952	4
W3A	401-402	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	5
W3A1	403	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	
W3A1	404-407	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	
W3A2	408-409	1600	BLHW	AS616	C-C	88,750	355,100	1952	
W5A1	451-455	1500	GM-EMD	SD7	C-C	90,175	360,700	1953	
W4A	701A-707A	1500	GM-EMD	F7A	B-B	61,750	247,000	1950	6
W4B	701B-707B	1500	GM-EMD	F7B	B-B	61,750	247,000	1950	7
W4A1	708A-714A	1500	GM-EMD	F7A	B-B	61,750	247,000	1951	6
W4B1	708B-714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	7
W4A2	715A-724A	1500	GM-EMD	F7A	B-B	61,750	247,000	1952	8
W4B2	715B-722B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	8
W4A3	725A-728A	1500	GM-EMD	F7A	B-B	61,750	247,000	1953	
W4B3	723B-726B	1500	GM-EMD	F7B	B-B	61,750	247,000	1953	
W5A	801-803	1500	GM-EMD	SD7	C-C	90,450	361,800	1952	
W5A2	821-825	1750	GM-EMD	SD9	C-C	94,780	386,000	1958	9
?	826-828	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	9
?	829-832	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	10
?	833-834	1750	GM-EMD	SD9	C-C	94,780	386,000	1957	10
W6A	851-857	1800	GM-EMD	SD18	C-C	96,700	386,800	1962	
?	861-863	2000	GM-EMD	SD38	C-C	97,250	389,400	1967	
W8A	881-886	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	11
			Cambria & Indiana Railroad						
———	15-16	1500	GM-EMD	SW1500	B-B	?	?	1968	
———	30-31	1200	GM-EMD	SW9	B-B	?	?	1951	

B&LE SD18, engine No. 857 at Albion, Pa. Diesel weighs over 193 tons.

B&LE's No. 292 now belongs to the Youngstown & Northern. (See note 4)

----	32-37	1200	GM-EMD	SW9	B-B	?	?	1952	
----	38-39	1200	GM-EMD	SW1200	B-B	?	?	1956	12
----	41	1200	GM-EMD	SW1200	B-B	?	?	1956	13
	Owns four other units, the specifications of which are unknown to us.								
				Chestnut Ridge Railway					
----	10	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
----	11	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
				Cheswick & Harmar Railroad					
----	5	530	BW	----	B-B	39,000	130,000	1933	
----	7	420	GE	60-ton	B-B	30,000	120,000	1942	14
				Conemaugh & Black Lick Railroad					
----	52	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	15
----	56	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	16
----	60-61	600	GM-EMD	SW1	B-B	?	?	1949	
----	62-65	600	GM-EMD	SW1	B-B	?	?	1950	
----	100-102	1000	GM-EMD	NW2	B-B	?	?	1949	
----	103-105	1200	GM-EMD	SW7	B-B	?	?	1949	
----	106	1200	GM-EMD	SW7	B-B	?	?	1950	
----	107-111	1200	GM-EMD	SW7	B-B	?	?	1950	
----	112-117	1200	GM-EMD	SW7	B-B	?	?	1950	
----	118-119	1200	GM-EMD	SW9	B-B	?	?	1952	
----	120-121	1200	GM-EMD	SW1200	B-B	?	?	1956	12
				Coudersport & Port Allegany Railroad					
----	D-1	380	GE	44-ton	B-B	22,000	88,000	1946	
----	D-2	380	GE	44-ton	B-B	22,000	88,000	1950	
				Donora Southern Railroad (*now abandoned*)					
----	201-202	200	Porter	36-ton	B	18,000	72,000	1946	26
----	301	235	GE	35-ton	B	17,500	70,000	1949	27
----	802-811	800	GM-EMD	SW8	B-B	57,500	230,000	1951	28
				East Erie Commercial Railroad					
----	2	200	GE	55 ton	B-B	27,500	110,000	1918	17
----	9	200	GE	?	B-B	?	?	1918	18
----	10	250	GE	40-ton	B-B	20,000	80,000	1920	19
----	11	330	GE	56-ton	B-B	29,000	116,000	1918	17
----	12	250	GE	57-ton	B-B	28,500	114,000	1935	20
----	13	250	GE	61-ton	B-B	30,500	122,000	1937	21
----	14	400	GE	65-ton	B-B	32,500	130,000	1941	22
----	15	400	GE	65-ton	B-B	32,500	130,000	1941	23
----	17	660	GE	70-ton	B-B	35,000	140,000	1950	
----	18-19	660	GE	70-ton	B-B	35,000	140,000	1950	24
----	20	660	GE	70-ton	B-B	35,000	140,000	1951	25
				Everett Railroad					
----	56	500	Whitcomb	6 DCS 1879	B-B	43,300	130,000	1944	29
----	6506	500	Whitcomb	6 DCS 1879	B-B	32,500	130,000	1945	30
				Ironton Railroad					
----	750	1000	BW	DS 4-4-1000	B-B	?	?	1948	31
----	751	1000	BW	DS 4-4-1000	B-B	69,690	232,300	1949	



One of the P&S's nine SW9 models. The location is Brookville, Pa.

Pennsylvania Shortlines Notes

Rosters are based on data from officials of Siddeley, Vulcan Materials Co., SB, Beaufort & Morehead, U.S. Steel, Patapsco & Back Rivers, A&S, BC, CR, C&H Hammermill Paper, EEC, B&LE, Monessen SW, Briggs & Turivas, Preston W. Duffy & Son, Everett, Ironton, J&SC, LEF&C, CNJ, Republic Steel, M&P, MC, Monogahela Conn., PBL, P&MR, Strasburg, U.S. Sugar, Precision Engineering, Union, Weirton Steel, WP-E, WA, Winfield, Sabine River & Northern, and Cedar Rapids & Iowa. Rosters are accurate as of third quarter, 1969.

For the purpose of our rosters, a shortline railroad is defined as a common carrier, listed in either the Official Guide or the Pocket List of Railroad Officials, or both, with a route length under 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; WH, Westinghouse Electric; BW, Baldwin-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products; GE, General Electric; Alco, American Locomotive Co.; FM, Fairbanks-Morse; GM-EMC, General Motors-Electro Motive Corp.; PRR, Pennsylvania Railroad.

(1) B&LE 281 originally WH ?, then B&LE 281 (1936); scrapped.

(2) B&LE 282 sold to Columbia-Geneva Steel Div. of U.S. Steel, renumbered 38.

(3) B&LE 285 originally Donora Southern 802, then B&LE 285 (1963).

(4) B&LE 291-292 sold to Youngstown & Northern, renumbered 225-226 (1962, '63).

(5) B&LE 401-402 sold to Elgin, Joliet & Eastern, renumbered 500-501 (3/56).

(6) B&LE 701A-711A sold to Baltimore & Ohio, renumbered 4644-4654 (1962). Five units traded to GM-EMD for new B&O power.

(7) B&LE 701B-711B sold to B&O, renumbered 5527-5537 (1962). Nine units traded to GM-EMD for new B&O power.

(8) B&LE 715A,B sold to Pittsburgh & Conneaut Dock Co., renumbered 21A,B.

(9) B&LE 821-828 originally Duluth, Missabe & Iron Range 136, 140-141, 146, 148, 101-103; then B&LE 821-828.

(10) B&LE 829-834 are leased from DM&IR. They were originally DM&IR 104, 106, 110, 109, 113-114, then B&LE 829-834.

(11) B&LE 811-886 originally DM&IR 50-55, then B&LE 881-886.

12) C&I 38-39 originally C&BL 120-121, then C&I 38-39.

(13) C&I 41 originally Patapsco & Back Rivers 130, then C&I 41.

(14) C&H 7 originally Quarter Master's Corps, U.S. Army 6002; then USA 7503, then Duquesne Light Co. 7503, then C&H 7.

(15) C&BL 52 originally U.S.A. 8491, then S.A. Healy Construction ?, then south Buffalo 45 (12/47), then C&BL 52 (12/50), then Fore River 14 (5/53), then Marshall Equip. Co. ? (1957), then Canadian Car & Foundry 7 (1958).

(16) C&BL 56 originally USA 8468, then S.A. Healy Construction ?, then SB 44, then Fore River 12, then C&BL 56, then Everett 56, then Preston W. Duffy & Son 56, then American Aggregates ?.

(17) EEC 2 originally Jay Street Connecting 4, then returned to GE in 1922, sold to EEC 9/22. Rebuilt to EEC 11 in 4/36; scrapped 8/40.

(18) EEC 9 originally City of Baltimore ?, then EEC 9. Rebuilt to 50-ton, 200-hp unit 7/29. Disposed of in 1937 or '38.

(19) EEC 10 originally GE 6, rebuilt in 1934 to 45-ton unit, sold to EEC, renumbered 10. Sold in 1942 to Birmingham Slag, renumbered Ensley Works GE-10 aka 2266.

(20) EEC 12 scrapped in 1968.

(21) EEC 13 scrapped in 1951.

(22) EEC 14 sold to Hammermill Paper, renumbered 15.

(23) EEC 15 no longer on roster.

(24) EEC 19 sold to Iron & Steel Products 9/57.

(25) EEC 20 originally Mississippi Export 48, then St. Johnsbury & Lamoille County 53, then Ontario Hydro 53, then EEC 20.

(26) DS 201 sold to Basic Materials. DS 202 sold to Tippins Machine Co.

(27) DS 301 sold to E.K. Pletcher.

(28) DS 802 sold to B&LE, renumbered 285 (1963). DS 803-804 sold to U.S. Steel, Homestead Works. DS 805-806 sold to Briggs & Turivas, then to Monessen SW, renumbered 28 (Monessen Plant, Wheeling Pittsburgh Steel Corp.) and 6 (Allenport Plant, WPS). DS 807 sold to U.S. Steel, Edgar Thompson Works. DS 808 sold to U.S. Steel, Homestead Works. DS 809 sold to Lake Terminal, renumbered 825. DS 810 sold to U.S. Steel, Duquesne Works, renumbered 810. DS 811 sold to U.S. Steel, Homestead Works.

(29) See note 16.

(30) Everett 6506 originally USA 8806, then Ralph Baggley Jr. ?, then Wheeling Steel 6506, then Everett 6506.

(31) Ironton 750 sold to P&BR, renumbered 348.

(32) J&SC 1-2 originally USA ?, then Etna & Montrose 1-2, then J&SC 1-2. No longer on roster.

(33) J&SC 3 originally USA 7980, then J&SC 3, then South Brooklyn 3 (1961), then SBK 20000 (1962), then New York City Transit Authority 20000, then J&SC 3.

(34) J&SC 462, 469, 471 originally Union 462, 469, 471; then J&SC 462, 469, 471 (12/63).

(35) LEF&C 22 originally Minneapolis & St. Louis 951, then M&SL 234 (3/56), then LEF&C 22 (1957).

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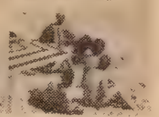

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Johnstown & Stony Creek Rail Road

———	1-2	?	Whitcomb	65-ton	B-B	32,500	130,000	?	33
———	3	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	33
———	462	600	GM-EMD	SW1	B-B	49,500	198,000	1949	34
———	469	600	GM-EMD	SW1	B-B	49,500	198,000	1950	34
———	471	600	GM-EMD	SW1	B-B	49,500	198,000	1950	34

Lackawanna and Wyoming Valley Railway (owns no locomotives)

Lake Erie, Franklin & Clarion Railroad

———	20	1000	Alco-GE	RS-1	B-B	73,200	244,000	1949	
———	21	1000	Alco-GE	RS-1	B-B	73,200	244,000	1950	
———	22	1000	Alco-GE	RS-1	B-B	73,200	244,000	1950	35

Lehigh & New England Railway

FSD-40	1531	1500	GM-EMD	GP7	B-B	62,528	250,140	1952	36
FSD-40	1532	1500	GM-EMD	GP7	B-B	62,528	250,140	1952	37
FSD-79	1601	1600	Alco-GE	RSD-4	C-C	90,055	360,220	1951	38

Maryland & Pennsylvania Railroad

———	70	600	GM-EMD	SW1	B-B	49,500	?	1946	39
———	80-81	1000	GM-EMD	NW2	B-B	62,500	250,000	1946	40
———	82	1200	GM-EMD	SW9	B-B	62,500	254,000	1951	
———	83	600	GM-EMD	SC	B-B	62,500	210,000	1936	41

McKeesport Connecting Railroad

———	1001-1003	1000	Alco-GE	S2	B-B	69,000	220,400	1948	
———	1004-1007	1000	Alco-GE	S2	B-B	69,000	220,400	1948	42

Monongahela Connecting Railroad

———	100	500	GE	100-ton	B-B	50,000	200,000	1936	43
———	101-102	500	GE	80-ton	B-B	40,000	160,000	1937	44
———	110-111	900	GE	100-ton	B-B	50,000	200,000	1941	45
———	137	1000	Alco-GE	S2	B-B	59,700	230,000	1946	46
———	138	1000	Alco-GE	S4	B-B	50,700	222,000	1953	47
———	139-143	1000	Alco-GE	S4	B-B	59,700	230,000	1951	
———	144-147	1000	Alco-GE	S2	B-B	59,700	220,200	1949	
———	148-149	1000	Alco-GE	S2	B-B	59,700	220,200	1949	
———	150	900	GE	115-ton	B-B	59,700	245,800	1937	48
———	151-152	1000	Alco-GE	S2	B-B	59,700	220,900	1946	
———	153-154	1000	Alco-GE	S2	B-B	59,700	229,300	1946	
———	155-156	1000	Alco-GE	S2	B-B	59,700	220,500	1947	
———	157-159	1000	Alco-GE	S2	B-B	59,700	220,200	1949	
———	160-161	1500	GE	126-ton	B-B	59,700	261,400	1939	48, 49
———	162-163	1100	GE	126-ton	B-B	59,700	263,800	1945	48
———	175-176	1500	GE	126-ton	B-B	59,700	269,100	1939	48, 50
———	177	1000	Alco-GE	S2	B-B	59,700	232,600	1949	51
———	400	1000	Alco Pr.	T6	B-B	59,700	277,320	1968	
———	700	1800	Alco Pr.	RS-11	B-B	59,700	270,000	1957	
———	701	1500	Alco Pr.	DL-415	B-B	59,700	282,140	1968	

Monongahela Railway

DES-1a	400-406	1200	BLHW	S-12	B-B	61,770	247,100	1952	
DES-1b	407-418	1200	BLHW	S-12	B-B	62,125	248,500	1953	52, 53
DES-1c	419-426	1200	BLHW	S-12	B-B	61,650	246,600	1954	53
?	1205, 1207, 1209, 1213, 1216	1600	BLHW	RF16	B-B	63,750	255,000	1951-2	54
?	3708	1600	BLHW	RF16	B-B	62,600	250,400	1950	55

Montour Railroad

———	70-72	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	56
———	73-76	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	
———	77-84	1200	GM-EMD	SW9	B-B	62,000	248,000	1952-3	

New Hope & Ivyland Railroad

———	9	———	Am. Loco.	———	0-6-0	40,000	?	1942	145
———	40	———	Baldwin	———	2-8-0	?	?	1911	146
H-6d	1533	———	Montreal	———	4-6-0	30,560	171,700	1911	147

Northampton & Bath Railroad

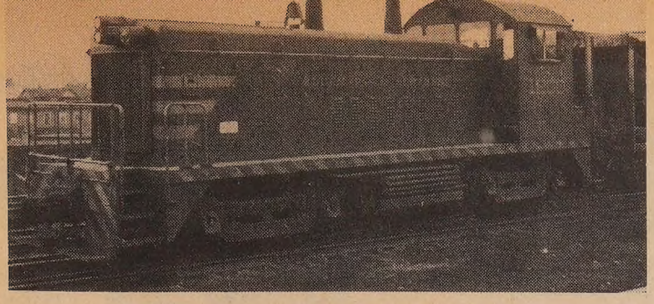
———	1001-1002	1000	GM-EMD	NW2	B-B	62,500	248,000	1947	57

Philadelphia Belt Line Railroad (owns no locomotives)

Philadelphia, Bethlehem & New England Railroad

———	11	600	GM-EMD	SW1	B-B	?	?	1942	
———	12	600	GM-EMD	SW1	B-B	?	?	1940	58
———	13-14	600	GM-EMD	SW1	B-B	?	?	1940	58
———	15-16	600	GM-EMD	SW1	B-B	?	?	1940	58
———	17-18	600	GM-EMD	SW1	B-B	?	?	1941	58
———	19	600	GM-EMD	SW1	B-B	?	?	1942	
———	21	1000	GM-EMD	NW2	B-B	?	?	1941	
———	22	1000	GM-EMD	NW2	B-B	?	?	1946	

McKeesport Connecting road's Alco-GE S2 at McKeesport, Pa.



Aliquippa & Southern's sole SW9, No. 1200, shown here at the Aliquippa, Pa. yards.

----	23-25	1000	GM-EMD	NW2	B-B	?	?	1946	
----	28	1000	GM-EMD	NW2	B-B	?	?	1948	
----	31-32	1200	GM-EMD	SW7	B-B	?	?	1950	
----	33-34	1200	GM-EMD	SW7	B-B	?	?	1950	
----	35-36	1200	GM-EMD	SW9	B-B	?	?	1951	
----	37-38	1200	GM-EMD	SW9	B-B	?	?	1952	
----	39	1200	GM-EMD	SW1200	B-B	?	?	1956	
----	40-43	1200	GM-EMD	SW1200	B-B	?	?	1957	
----	51-54	900	GM-EMD	NC	B-B	?	?	1937	59
----	55	900	GM-EMD	NC	B-B	?	?	1937	60
----	?	900	Alco	HH 900	B-B	?	?	1937	
----	200	150	Whitcomb	20-ton	B	10,000	40,000	1941	
----	?	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	61
----	?	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	62
----	?	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	63
Pittsburgh & Lake Erie Railroad									
GF-28	2800-2821	2800	GE	U28B	B-B	?	?	1966	
DPA-2c	4204-4207	2000	Alco-GE	PA-2	A1A-A1A	51,425	311,700	1949	64
DPA-4c	4213-4214	2250	Alco-GE	PA-3	A1A-A1A	52,125	315,900	1952	64
ARS-16	5353-5357	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	65
ERS-15	5676-5681	1500	GM-EMD	GP7	B-B	61,125	244,500	1951	
ERS-15	5682-5685	1500	GM-EMD	GP7	B-B	61,825	247,300	1951	
ERS-15	5713-5724	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
ERS-15	5725-5734	1500	GM-EMD	GP7	B-B	61,100	244,400	1953	
ERS-15s	5928-5930	1500	GM-EMD	GP7	B-B	61,700	246,800	1953	66
FS-10	8200-8201	1000	FM	ALT 100.6A	B-B	60,125	240,500	1946	67
FS-10	8202-8203	1000	FM	ALT 100.6A	B-B	61,775	246,300	1948	67
ES-10	8705-8714	1000	GM-EMD	NW2	B-B	61,800	247,200	1947	
ES-10	8740-8749	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	
ES-12	8931-8940	1200	GM-EMD	SW9	B-B	61,700	247,200	1951	
ES-12	8952-8961	1200	GM-EMD	SW9	B-B	61,750	247,000	1952	
AS-10	9619-9621	1000	Alco-GE	S2	B-B	58,125	232,500	1948	68
AS-10	9622-9627	1000	Alco-GE	S2	B-B	57,575	230,300	1949	68
AS-10m	9731-9732	1000	Alco-GE	S2	B-B	57,575	230,300	1949	69
AS-10m	9733-9743	1000	Alco-GE	S4	B-B	57,650	230,600	1953	69
AS-10m	9744-9767	1000	Alco-GE	S2	B-B	57,650	230,600	1953	69
Pittsburgh & Ohio Valley Railway									
----	1	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	70
----	2	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	71
----	3 (1st)	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	71
----	3 (2nd)	1200	GM-EMD	SW9	B-B	60,675	250,000	1951	72
----	4	800	GM-EMD	SW8	B-B	56,586	230,000	1952	73
----	5	600	GM-EMD	SW1	B-B	48,278	200,000	1951	74
Pittsburgh & Shawmut Railroad									
----	231-239	1200	GM-EMD	SW9	B-B	12,320	248,000	1953	
Pittsburgh, Allegheny & McKees Rocks Railroad									
----	1	300	GE	45-ton	B-B	27,000	90,000	1952	75
----	2	300	GE	45-ton	B-B	27,000	90,000	1940	76
----	3	300	Plymouth	45-ton	B-B	27,000	90,000	1942	77
----	4	300	GE	45-ton	B-B	27,000	90,000	1941	78
----	5	300	Whitcomb	45-ton	B-B	27,000	90,000	1941	79
----	7	300	GE	45-ton	B-B	27,000	90,000	1941	80
----	8	450	Whitcomb	44-ton	B-B	30,000	88,000	1940	81
----	16	300	Porter	45-ton	B-B	26,800	90,000	1941	82
Pittsburgh, Chartiers & Youghiogheny Railway									
DES-1f	1	1000	FM	ALT 100.6A	B-B	?	?	1949	
DES-2e	2-3	1200	GM-EMD	SW9	B-B	?	?	1951	72
DES-3e	4	1200	GM-EMD	SW9	B-B	?	?	1952	
DES-4e	5	1200	GM-EMD	SW9	B-B	?	?	1953	
Steelton & Highspire Railroad									
----	21	600	GM-EMC	SC	B-B	?	?	1936	83
----	22	600	GM-EMC	SC	B-B	?	?	1936	
----	23	600	GM-EMC	SC	B-B	?	?	1937	41
----	24	600	GM-EMC	SW	B-B	?	?	1937	
----	26	600	GM-EMC	SW	B-B	?	?	1937	84
----	27	600	GM-EMC	SC	B-B	?	?	1936	83
----	30	300	GE	70-ton	B-B	35,000	140,000	1941	
----	35-36 (1st)	300	GE	70-ton	B-B	35,000	140,000	1941	85
----	35-37 (2nd)	?	Whitcomb	80 DE-7b	B-B	35,000	140,000	1947	86
----	40-41	1200	GM-EMD	SW9	B-B	?	?	1951	
----	42-43	1200	GM-EMD	SW9	B-B	?	?	1952	87
----	44	1200	GM-EMD	SW1200	B-B	?	?	1956	
----	?, ?	1000	Alco-GE	S2	B-B	57,500	230,000	1946	88
----	?, ?	1000	Alco-GE	S2	B-B	57,500	230,000	1948	89

(36) L&NE 1531 originally Jersey Central 1526 (1st), then CNJ 1531 (2nd) (1959), then L&NE 1531 1962).

(37) L&NE 1532 originally CNJ 1532, then L&NE 1532 (1962).

(38) L&NE 1601 originally CNJ 1601, then L&NE 1601 (1962).

(39) M&P 70 sold to A.J. O'Neill, then sold to Republic Steel, renumbered 326 (5/29/59).

(40) M&P 80 sold to Republic Steel, renumbered 334 (11/14/59).

(41) M&P 83 originally S&H 23, then rebuilt to SW900 (11/67), then sold to M&P, renumbered 83 (1/68).

(42) McKC 1005 sold to Universal Atlas Cement Div. of U.S. Steel.

(43) MonCon 100 was repowered to 900 hp. with Cummings diesels in 1954. Sold to Garrett Railroad Car & Equipment, but still on MonCon property.

(44) MonCon 101-102 scrapped.

(45) MonCon 110-111 repowered with Cummings diesels in 1954. MonCon 110 sold to U.S. Steel, Lorain Works. MonCon 111 sold to Oregon, Pacific & Eastern.

(46) MonCon 137 originally Union 516, then MonCon 137 (1/67).

(47) MonCon 138 originally P&LE 8647, then Geo. R. Silcott 8647, then MonCon 138 (4/66).

(48) MonCon 150, 160-162, 175-176 converted to booster units in 1961, 1963, 1963, 1963, 1965, 1964 respectively. MonCon 163 scrapped in 1957.

(49) MonCon 160-161 originally Jones & Laughlin 160-161, then MonCon 160-161. Rebuilt to 1100 hp.

(50) MonCon 175-176 originally J&L 175-176, then MonCon 175-176. Rebuilt to 1400 hp.

(51) MonCon 177 originally Delaware & Hudson 3031, then sold to New York Central (6/18/65), which used material from it to repair NYC 869. The latter was renumbered NYC 9705, then sold to GE, resold to MonCon, where it became FonCon 177 (10/66). Will be converted to a slug.

(52) Monongahela 410 scrapped 9/4/64.

(53) Monongahela 415, 419, 422, 425 sold to Silcott 6/29/64, then to Pickands-Mather Co. Monongahela 419, 422 are operated as Balkan Mining 1-2. Mongahela 415, 425 are operated as Erie Mining 7244-7245.

(54) Mongahela 1205, 1207, 1209, 1213, 1216 originally NYC 3805, 3807, 3809, 3813, 3816; then 1205, 1207, 1209, 1213, 1216; then Monongahela 1205, 1207, 1209, 1213, 1216. All are cab units.

(55) Mongahela 3708 originally NYC 3708, then Monongahela 3708. NYC 3709 also was purchased for parts. These are booster units.

(56) Montour 70-71 are leased to Youngstown & Southern as their 70-71.

(57) N&B 1001-1002 originally LT 1001-1002, then N&B 1001-1002.

(58) PB&NE 12, 13, 16 rebuilt. PB&NE 13-18 sold to P&BR, renumbered ?, 156, ?, 157, ?, ?. P&BR units ?, ? (ex-PB&NE 13, 15 sold to UM&P. P&BR 17 scrapped 7/30/64. P&BR ? (ex-PB&NE 18) sold to Barnes & Tucker.

(59) PB&NE 51-52 rebuilt. PB&NE 53 repowered by PB&NE to SW900 (Mod).

(60) PB&NE 55 originally Y&N 201, then EJ&E 402 (2nd) (4/46), then PB&NE 55 (7/6/55).

(61) PB&NE ? originally USA 8139, then PB&NE ?.

(62) PB&NE ? originally USA 8406, then PB&NE ?.

(63) PB&NE ? originally USA 8412, then PB&NE ?.

(64) P&LE 4204-4207, 4213-4214 scrapped.

(65) P&LE 5353-5357 originally P&LE 8353-8357, then P&LE 5353-5357. P&LE 8354 sold to Traux Traer Coal Co.

(66) P&LE 5928-5930 originally P&LE 5735-5737, then P&LE 5928-5930.

(67) P&LE 8200-8203 originally P&LE 9100-9103, then P&LE 8200-8203.

(67) P&LE 8200-8203 originally P&LE 9100-9103, then P&LE 8200-8203.

(68) P&LE 9619-9627 originally P&LE 8537-8540, 8542-8547, 8549, then P&LE 9619-9627. P&LE 8546 sold to U.S. Steel, renumbered 110 (10/59). P&LE 8547 sold to Pan American Engineering (8/59), then to Perla Minas de Fierro, S.A., then to Altos Hornos de Mexico, renumbered 100.

(69) P&LE 9731-9767 originally P&LE 8541, 8548, 8633-8667, then P&LE 9731-9767. P&LE 8638 sold to Sabine River & Northern, renumbered 8638 (1966). P&LE 8655 sold to Genessee & Wyoming, renumbered 36. P&LE 8649-8650, 8654, 8664 sold to Silcott, then to SB, renumbered 109-110, 108, 111. P&LE 8647 sold to Silcott, then to MonCon, renumbered 138.

(70) P&OV 1 originally USA 8419, then P&OV 1 (3/47). No longer on roster.

(71) P&OV 2-3 (1st) probably were originally USA 8140, 8414 (but not necessarily in that order), then P&OV 2-3 (1st) (3/47). Other sources claim P&OV 3 (1st) was originally USA 8453. Units no longer on roster.

(72) P&OV 3 (2nd) originally PC&Y 2, then P&OV 3 (2nd) (1/4/65).

(73) P&OV 4 originally Pittsburgh Coke & Chemical 4, then P&OV 4.

(74) P&OV 5 originally Allegheny & South Side 101, then P&OV 5.

(75) PA&MR 1 sold to St. Louis Car Co., renumbered 57-5 (11/7/62).

(76) PA&MR 2 originally GE, River Works 1; then PA&MR 2; then Groveton Paper Co. 1; then Livonia, Avon & Lakeville 1; then Rochester Gas & Electric (no number) (5/65).

(77) PA&MR 3 originally U.S. Steel ?, then PA&MR 3, then Georgia Pacific ?.

(78) PA&MR 4 originally U.S. Navy ?, then PA&MR 4, then Marquette Cement ?.

(79) PA&MR 5 originally USN ?, then PA&MR 5.

(80) PA&MR 7 originally USN ?, then PA&MR 7, then GE ?.

(81) PA&MR 8 originally Marquette Cement ?, then PA&MR 8.

(82) PA&MR 16 originally USN ?, then PA&MR 16.

(83) S&H 21, 27 rebuilt to SW900 (mod).

(84) S&H 26 rebuilt to SW8 (mod).

(85) S&H 35-36 (1st) sold to FR, renumbered 16, 15 (1958).

(86) S&H 37 renumbered 7, then sold to Beaufort & Morehead, renumbered 65.

(87) S&H 42 sold to P&BR, renumbered 123.

88) S&H ?, ? originally Richmond Fredericks-

(89) S&H ?, ? originally RF&P 63, 67, then S&H burg & Potomac 59, 61; then S&H ?, ?. ?, ?

(90) Strasburg 1 originally PRR 558, class D-10; then PRR 937, then PRR 929, then Strasburg 1 (1906). Was once PRR 938. No longer on roster.

(91) Strasburg 4 originally Reading 1187, then Colorado Fuel & Iron 4, then Strasburg 4.

(92) Strasburg 7 originally Univ. of Michigan ?, then Warwick 100, then Strasburg 7. No longer on roster.

(93) Strasburg 31 originally Grand Trunk 118, then GT 1708, then Canadian National 7157, then CN 7240, then CN 7312 (2nd), then Strasburg 31 (1959).

(94) Strasburg 98 originally Mississippi Central 98, then Louisiana Eastern 98, then Strasburg 98. Sold to Wm. Marshall on Wilmington & W.
(95) Strasburg 90 originally Great Western 90, then Strasburg 90.
(96) Strasburg 33 originally PRR 9331, then Strasburg 33.
(97) Strasburg 1223 is leased from Penn Central. Was originally PRR 1223.
(98) The "Strasburg" is no longer on roster.
(99) Strasburg "Wm. Penn" rebuilt by J.A. Norris, Lancaster, Pa. Was originally Phila. & Columbia, then sold to Strasburg in 1851, then sold to Western Pacific 1/1866. Was inherited by Southern Pacific and sold to Oakland Iron & Nail Works.
(100) Union 451 sold to Mears Coal Co. (1967). Union 452 sold to C&K Coal Co. (1967). Union 453 sold to Brooklyn Eastern District Terminal, renumbered 21 (10/62). Union 454 sold to Glen Irvan Co. (1964).
(101) Union 455 sold to Clairton Steel Works (1966). Union 460 sold to U.S. Sugar, renumbered 158 (1964). Union 462 sold to J&SC, renumbered 462 (1963).
(102) Union 469 sold to J&SC, renumbered 469 (1963).
(103) Union 471 sold to J&SC, renumbered 471 (1963).
(104) Union 500-501 sold to P&BR, renumbered 329 (2nd), 357. Scrapped 12/3/66.
(105) Union 502 sold to Universal Iron & Steel (1964). Union 503, rebuilt to DS 4-4-1000 in 1947, was sold to Precision Engineering (1967), then scrapped. Union 504 sold to Track & Maintenance Equipment Co. (1963). Union 505 sold to P&BR, renumbered 353 (1960).
(106) Union 507, 511 sold to Weirton Steel Div. (1967), renumbered 221-222.
(107) Union 512 sold to National Steel Corp. (1967). Union 513, no longer on roster.
(108) Union 541-560 rebuilt to 1200 hp.
(109) Union 561-562 originally LT 1003-1004, then Union 561-562. Units were built to 1200 hp.
(110) Union 563-568 originally DM&IR 12, 17, 18, 20-22; then Union 563-568.
(111) Union 569-573 (2nd) not bought new.
(112) Union 571-574 (1st) renumbered 704 (1st), then 709, 703, 705c (1st), then 706, 705.
(113) Union 575-579 renumbered 705C (2nd), 706C, 701C (2nd), 702C (2nd), 708C. Union 584-588 renumbered 704D, 704 (2nd), 707C, 708, 707.
(114) Union 601 no longer on roster. Union 602-603 sold to Peabody Short Line, renumbered 703-703. Rebuilt to RS-3's (10/58). Sold to Illinois Central, renumbered 702-703. Were traded to GM-EMD for IC GP40's in 1967.
(115) Union 608 no longer on roster. Union 604-607, 609-612 sold to Alton & Southern, renumbered 46-48, 52, 49, 53-54, 51; then renumbered A&S 1046, 1049, 1050, 1051, 1054, 1056, 1057, 1055.
(116) Union 613-624 rebuilt by GM-EMD.
(117) Union 625-627 sold to Universal Iron & Steel (1964).
(118) Union 701C (1st) renumbered 704C (2nd). Union 702C (1st) renumbered 704B (1st), then 703B (2nd).
(119) Union 701C-702C (2nd) originally Union 577-578, then Union 701C-702C (2nd).
(120) Union 703-705 (1st) originally Union 572 (1st), 571 (1st), 574 (1st). Union 704 (1st) renumbered 709. Union 706 originally Union 573 (1st), then Union 705C (1st), then Union 706.
(121) Union 704 (2nd) originally Union 585.
(122) Union 703B (1st) originally Union 704C (1st), then Union 703B (1st), then Union 704B (2nd).
(123) Union 703C (1st) renumbered Union 704C (3rd).
(124) Union 704D originally Union 584, then Union 704D.
(125) Union 705C (1st) originally Union 573, then Union 705C (1st), then Union 706.
(126) Union 705C (2nd) originally Union 575, then Union 705C (2nd).
(127) Union 706C originally Union 576, then Union 706C.
(127) Union 707-708, 707C-708C originally Union 588, 586, 587, 579; then Union 707-708, 707C-708C.
(129) UMP 11 might ve ex-PB&NE 11.
(130) UMP 19 might be ex-PB&NE 19.
(131) UMP 51 rebuilt by Alco Pr. (5/60).
(132) UMP 52 rebuilt by GM-EMD.
(133) UMP 53 sold to Vulcan Materials, renumbered 4386.
(134) UMP 55 sold to Copperweld Steel (10/60).
(135) UMP 57 sold to Nipak, Inc., where it has no number. (136) UMP 101 originally B. Perini & Sons 101, then UMP 101. (137) UMP 152 might be ex-PB&NE 152. (138) UMP 3021 might be ex-D&H 3021.
(139) WA&G 300 originally GE 6, then Unadilla Valley 300 (1954), then WA&G 300 (12/55), then Southern New York 300 (9/57).
(140) WA&G 1200, 1300 were originally Ford Motor Co. 1000-1001, then WA&G 1200, 1300.
(141) WA&G 1400, 1600, 1800 originally Ford 1003-1004, 1002; then WA&G 1400, 1600, 1800.
(142) WA&G 1500, 1700 originally Ford 1007, 1006, then WA&G 1500, 1700.
(143) WA&G 2000 originally SP 6380, then WA&G 2000 (1968).
(144) Unity 53 sold to Cedar Rapids & Iowa City, renumbered 90.
(145) Ex Virginia Blue Ridge 9, ex Fort Eustis 616, ex U.S. Army 4023; cylinders 21x28, diameter of driving wheels 44, boiler pressure 190.
(146) Ex Cliffside 40, ex Lancaster & Chester. Was built for Carolina & NW; not operable.
(147) Ex Canadian National 1325, then CN 1533.

Stewartstown Railroad

———	6	?	Plymouth	25-ton	B	12,500	50,000	1939	
———	9	?	Plymouth	35-ton	B	17,500	70,000	1943	

Strasburg Rail Road

———	1st (2nd)	?	Plymouth	HL	B	10,000	40,000	1926	
———	1 (1st)	———	PRR	———	4-4-0	?	?	1891	90
———	4	———	Baldwin	———	0-4-0C	20,889	104,800	1903	91
———	7	———	GE	28-ton	B-B	14,000	56,000	1915	92
———	31	———	Baldwin	———	0-6-0	31,515	140,303	1908	93
———	33	380	GE	44-ton	B-B	26,400	88,550	1948	96
———	90	———	Baldwin	———	2-10-0	46,500	212,000	1924	95
———	98	———	Alco	———	4-4-0	?	?	1909	94
———	123	———	PRR	———	4-4-0	23,902	141,100	1905	97
———	Strasburg	———	Baldwin	———	4-4-0T	?	?	1863	98
———	Wm. Penn	———	Norris	———	4-2-0	?	?	1836	99

Union Railroad

D-59	451-454	660	Alco-GE	S1	B-B	59,400	198,000	1947	100
D-57	455-468	600	GM-EMD	SW1	B-B	57,510	192,000	1949	101
D-57	469-470	600	GM-EMD	SW1	B-B	57,510	192,000	1950	102
D-57	471-476	600	GM-EMD	SW1	B-B	57,510	192,000	1950	103
D-69	500-501	1000	Baldwin	VO 1000	B-B	?	?	1940	104
D-69	502-505	1000	Baldwin	VO 1000	B-B	?	?	1941	105
D-69	506-511	1000	Alco-GE	S2	B-B	69,000	230,000	1941	106
D-69	512-513	1000	Alco-GE	S2	B-B	69,000	230,000	1942	107
D-69	514-517	1000	Alco-GE	S2	B-B	69,000	230,000	1943	46
D-69	518	1000	Alco-GE	S2	B-B	69,000	230,000	1944	
D-69	519-528	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
D-69	529-535	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
D-69	536-537	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
D-75	541-549	1000	GM-EMD	NW2	B-B	73,145	244,000	1949	108
D-75	550-555	1000	GM-EMD	NW2	B-B	73,380	244,000	1949	108
D-75	556-560	1000	GM-EMD	NW2	B-B	73,800	246,000	1948	108
D-75	561-562	1000	GM-EMD	NW2	B-B	73,145	244,000	1947	109
D-75	563-568	1200	GM-EMD	SW9	B-B	73,800	246,000	1953	110
D-75	569-572 (2nd)	1200	GM-EMD	SW9	B-B	73,800	246,000	1953	111
D-75	573 (2nd)	1200	GM-EMD	SW9	B-B	73,800	246,000	1954	111
D-75	571-574 (1st)	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	112
D-75	575-576	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	113
D-75	577	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	113
D-75	578-588	1200	GM-EMD	SW9	B-B	73,100	244,000	1951-2	113
?	601-603	1500	Alco-GE	RS-2	B-B	61,620	246,500	1947	114
?	604-607	1500	Alco-GE	RS-2	B-B	76,500	255,000	1948	115
?	608-610	1500	Alco-GE	RS-2	B-B	76,500	255,000	1949	115
?	611-612	1500	Alco-GE	RS-2	B-B	76,500	255,000	1949	115
D-107	613-619	1500	BW	DRS 6-6-1500	C-C	106,500	356,000	1949	116
D-99	620-624	1500	BW	DRS 6-6-1500	C-C	106,500	356,000	1949	116
D-108	625-627	1600	BLHW	AS616	C-C	?	?	1951	117
D-150	701-702	1200	GM-EMD	TR5A	B-B	73,100	244,000	1951	
D-150	701C-702C (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	118
D-150	701C (2nd)	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	119
D-150	702C (2nd)	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	119
D-150	703-706 (1st)	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	120
?	704 (2nd)	1200	GM-EMD	SW9	B-B	73,100	244,000	1952	121
?	703B (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	122
?	703B (2nd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	118
?	703C (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	123
?	703C (2nd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	118
?	704B (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	118
?	704B (2nd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	122
?	704C (1st)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	122
?	704C (2nd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	118
?	704C (3rd)	1200	GM-EMD	TR5B	B-B	73,100	244,000	1951	123
?	704D	1200	GM-EMD	SW9	B-B	73,100	244,000	1952	124
?	705C (1st)	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	125
?	705C (2nd)	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	126
?	706C	1200	GM-EMD	SW9	B-B	73,100	244,000	1951	127
?	707-708, 707C-708C	1200	GM-EMD	SW9	B-B	73,100	244,000	1951-2	128
?	709	1200	GM-EMD	SW7	B-B	73,100	244,000	1950	120

Unity Railways

———	53	800	GM-EMD	SW8	B-B	62,000	?	1953	144

Upper Merion & Plymouth Railroad

———	11	600	GM-EMD	SW1	B-B	?	?	?	129
———	19	600	GM-EMD	SW1	B-B	?	?	?	130
———	51	660	Baldwin	VO 660	B-B	?	?	1941	131
———	52	660	Baldwin	VO 660	B-B	?	?	1942	132
———	53	500	GE	80-ton	B-B	40,000	160,000	1942	133
———	54	600	Alco-GE	S1	B-B	?	?	1945	
———	55	?	GE	95-ton	B-B	47,500	190,000	1949	134
———	56	400	GE	44-ton	B-B	22,000	88,000	1950	
———	57	400	GE	44-ton	B-B	22,000	88,000	1950	135
———	58	400	GE	44-ton	B-B	22,000	88,000	1951	
———	59	400	GE	44 ton	B-B	22,000	88,000	1952	
———	60-61	900	Alco Pr.	S6	B-B	?	?	1957	
———	101	900	Alco Pr.	S6	B-B	?	?	1956	136
———	151	?	?	?	?	?	?	?	
———	152	600	GM-EMD	SW1	B-B	?	?	?	137
———	3021	1000	Alco-GE	S2	B-B	69,000	230,000	1948	138

Wellsville, Addison & Galeton Railroad

———	300	?	GE	50-ton	B-B	25,000	100,000	1936	139
———	1200, 1300	960	GE	125-on	B-B	62,500	250,000	1937	140
———	1400, 1600, 1800	1000	GE	132-ton	B-B	66,000	264,000	1939	141
———	1500, 1700	1000	GE	132-ton	B-B	66,000	264,000	1940	142
———	2000	1500	GM-EMD	F7A	B-B	?	?	1952	143

West Pittson-Exeter Railroad

———	6	660	Alco-GE	S3	B-B	59,400	198,000	1950

Western Allegheny Railroad (*sold to B&LE*)

Owned one unit, the specifications of which are unknown to us.

Winfield Railroad

———	5	300	GE	50-ton	B-B	27,000	100,000	1953

Youngstown & Southern Railway

Owns no locomotives. Leases two units from the Montour Railroad.

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